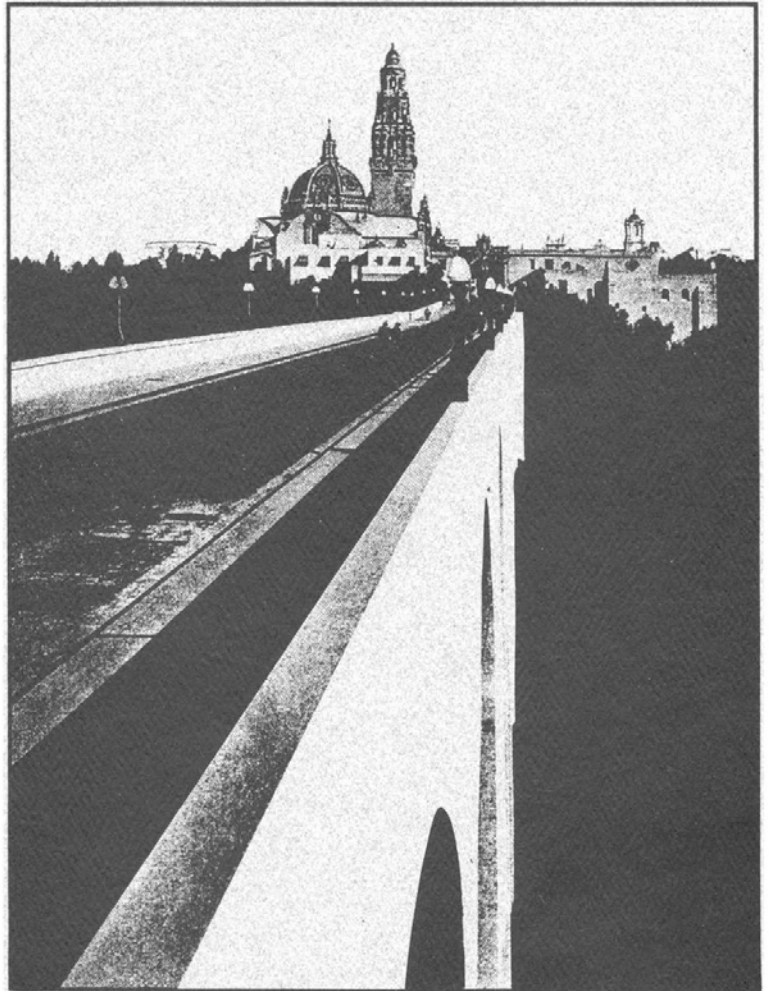


Balboa Park  
Central Mesa Precise Plan  
Plan Amendments



▪ BALBOA PARK ▪

▪ CENTRAL MESA PRECISE PLAN ▪

**PLAN AMENDMENTS**

**THIRD DRAFT**  
**May 2003**

Prepared by:  
MacLeod Consulting Services, LLC  
Estrada Land Planning, Inc.

## **BALBOA PARK MASTER PLAN AND CENTRAL MESA PRECISE PLAN**

### **PURPOSE OF THE PARK BOULEVARD PROMENADE AMENDMENTS**

The overall purposes of the amendments are:

- ▶ To increase the amount of space for the San Diego Zoo for conservation oriented, bioclimatic exhibits to facilitate the conservation, education, and research activities needed to save endangered and threatened species
- ▶ To improve the ease of visitor access to the North Prado, both now and given future growth,
- ▶ To strengthen the connection between the Zoo entry and other North Prado institutions.

These purposes are achieved by the following major physical changes enabled by these plan amendments:

1. Asphalt parking lots near Spanish Village and Natural History Museum are converted to a public promenade between the new Zoo entry and the Prado.
2. Zoo Parking lot is converted to Zoological Gardens, parking for the War Memorial Building, and a greenbelt that includes the miniature train and public open space.
3. The Zoo entry is reoriented toward the South, creating a stronger connection to the Prado and the rest of Balboa Park.
4. A 4803-space below-ground public parking structure is located in the North Prado, along Park Boulevard.
5. A new Transit Center with an integral new pedestrian bridge is located in the North Prado.
6. A new below ground transportation center near the Natural History Museum and a new Zoo secondary group entrance near the War Memorial are created to help manage group access to the North Prado.
7. Pedestrian and auto conflict are eliminated in the North Prado.

These plan amendments raise two notable policy issues: (1) the increase in Zoological Garden space and (2) the increase in parking in Central Mesa.

#### Zoological Garden Expansion

The current Central Mesa Precise Plan calls for the Zoo parking lot to remain a parking lot with improved landscaping. The plan amendments convert this parking lot to Zoological Gardens, greenbelt, Zoo group entry and parking adjacent to the War Memorial.

The Zoo parking lot is part of the Zoological Society's leasehold. The lease expires in 2034. As a result, any change in use prior to that time requires the agreement of both the Zoological Society and the City of San Diego.

Over time zoos have changed from menageries of animals in cages to concrete and moated exhibits, and finally the latest transition -- conservation-oriented, bioclimatic habitats. Today's conservation-oriented zoos require more space.

The modern Zoo facilitates conservation and research activities needed to save endangered and threatened species.

- Researchers and animal care specialists learn about animal reproduction, diet and social behavior contributing to saving species in the wild.
- Visitors are educated about the natural history and geography of animals as well as the plight of endangered species related to habitat loss and encroachment resulting from human activities.
- Animal reproduction contributes to genetic diversity and self-sustaining populations of species while increasing opportunities to reintroduce species to remaining safe habitats in the wild.

In 1984 the Zoological Society of San Diego adopted a long-range Bioclimatic Plan to guide the redevelopment of the Zoo. The goal was to create self-sustaining populations of threatened and endangered species and to enhance scientific research, conservation and education opportunities. The plan addressed animal behavior as it relates to both environmental considerations (such as the bioclimatic zones) and their complex social order.

In 1995 the planning and architectural staff of the Zoological Society realized the 1984 Bioclimatic Plan underestimated the space needed for redeveloping the Zoo's animal/botanical exhibits and related support areas. From concept to development, naturalistic exhibits were requiring substantially more space than anticipated. Also environmental rules and Americans with Disabilities Act requirements reduce the amount of usable acreage within the Zoo's current fence line.

In response to this shortfall of space, the Zoological Society

- Continued pursuing methods of using the current leasehold more efficiently through redevelopment of old exhibit areas.
- Explored additional opportunities to use the Wild Animal Park, considering the climate and other limiting factors.
- Focused on exhibits for species that need the coastal climate of Balboa Park.
- Downscaled some of the exhibit plans.
- Worked with the City's Working Group to explore possibility of use of Zoo parking lot for Zoological gardens.

These plan amendments implement the last of these actions related to the shortfall of space. The other on-going efforts listed above are on an independent track.

In December 2000 the final report of the city's Working Group for the "Proposed Balboa Park Master and Precise Plan Amendments and the Zoological Society of San Diego Leasehold" was published. This report included a discussion of options relating to Zoo expansion, parking, ideas for increasing open green and natural spaces as well as other Balboa Park issues.

All design teams taking part in the design charrette, with the exception of one, proposed that the San Diego Zoological Society be allowed to expand Zoo facilities within the parking lot area. A majority of the design options detailed a mix of Zoo use with parking and open green space. Benefits attributed to Zoo use of the parking lot were the elimination of unattractive surface parking lot and elimination of urban run off. Concerns related to Zoo use of the parking lot were the loss of parking spaces. However, the issue of restricting and intensifying land use was perceived as both a positive and

negative. The positive being the value of improvements to the San Diego Zoo and its conservation and education mission. The negative being “privatization”, that is the placement of the area inside the Zoo’s fence line.

Related to these observations on Zoo parking lot use, the Working Group identified the advantages of having a green belt along Park Boulevard. This would provide a “visual corridor and softer edge to the expanded development” and enhance the linkages between the Park and the communities to the north and to offset privately controlled land uses (Zoo) moving out towards Park Boulevard. The only identified disadvantage related to the greenbelt was that uses may be limited due to size and adjacency to Park Boulevard.

The Plan Amendments have been developed within the context of this direction from the City’s Working Group. A defined visual green corridor with pedestrian linkages and public open space are included. In addition the miniature train has been relocated within the greenbelt, adding both visual interest and an activity dynamic to the area. The greenbelt width ranges from 87 feet to 233 feet wide. This contrasts with the current planting strip of approximately 15 feet wide.

### Parking

The currently adopted Central Mesa Precise Plan (p. 195) specifically calls for increased parking in Central Mesa. However, the current plan recommendations show only 165 to 665 additional parking spaces to serve future visitor demand in the Central Mesa. This modest increase is accomplished (in the current plan) by a new parking structure behind the Organ Pavilion.

In furtherance of the current plan objective to increase public parking in the Central Mesa, these Plan Amendments create a net increase of 2059 parking spaces in the North Prado.

A total of 5352 spaces are created as follows: The 4803-space public parking structure, 99 public parking spaces adjacent to the War Memorial Building, and 450 new employee spaces within the Zoo fence line (employee spaces draw employees out of the public lots thereby freeing up visitor parking for visitors).

A total of 3293 spaces are lost as follows: 2831 spaces in the Zoo lot, 103 spaces in the north Carousel lot, 215 spaces in the South Carousel lot, 101 spaces in the Natural History museum lot, 24 spaces on Park Boulevard and 19 spaces on Zoo Drive.

In 2000, the Working Group was presented with the information in Table 1 regarding the supply and demand for parking in Balboa Park.



**Table 1**  
**Parking Demand and Supply Data Presented to Zoo Working Group in 2000**

Institution/Use	Parking Data Presented to Working Group in 2000	Presenter of the information
San Diego Zoo	3216 visitor spaces needed in 2020 Adequate 85% of all days - more parking required 55 days each year)	Zoological Society of San Diego
Other cultural institutions in Central Mesa	3216 visitor spaces needed in 2020 (Adequate 85% of all days - more parking required 55 days each year)	Dr. Mick Hager on behalf of the Central Balboa Park Association
General User of the Park (National Recreation and Park Association standard)	2538 visitor spaces	Park and Recreation Department Staff
Recreational users of city operated facilities (organ pavilion, puppet theater, hall rentals, House of Hospitality offices/restaurant etc)	No information presented for these users	
Naval Medical Center	5150 total spaces needed; 2000 space deficit in 2020	Captain Patricia Denzel of the Naval Medical Center
City College	4000 total spaces needed in 2020	City College staff
Existing Total Parking Spaces	6659 in July 2000	Data collected by Park Rangers

The major determinants of the size of the parking structure were:

- 1) The popularity of the North Prado as a destination.

The North Prado includes many popular cultural institutions: the Zoo, Spanish Village, Natural History Museum, Rose Garden, Fleet Science Center, Prado complex, and Junior Theater. The Zoo by itself attracts 3.5 million visitors which is 50% of all the visitors to cultural institutions in the entire Central Mesa. Due to the area's popularity, the Zoo uses off-site parking areas 100 days per year to accommodate Zoo visitor parking demand.

- 2) Anticipated visitor growth.

Zoo visitors are projected to increase from 3.5 million in 2000 to 4.426 million in 2020. This 26% increase in visitors will bring a commensurate increase in parking demand.

Assuming 20% of the visitors arrive by alternate modes such as transit, and there are 3.3 persons per car, the Zoo parking demand alone in 2020 would be 3900 spaces (employee and visitor) on a "design day". A design day is a typically busy day and assumes off-site parking arrangements would be required at least 25 days a year.

Dr. Mick Hager, Executive Director of the Natural History Museum, reported to the Working Group in September 2000 that the other cultural institutions throughout the Central Mesa collectively have visitor attendance equal to that of the Zoo and anticipate a similar growth trend.

- 3) Replacement of Eliminated Spaces

At a minimum, the eliminated spaces (3293) need to be replaced, but this does not account for current parking deficits or future growth.

- 4) The physical and cultural constraints on the site.

The Park Boulevard Promenade Parking Structure was designed to respect the existing historical area and the existing leaseholds. For this reason the parking structure foot print is contoured around Spanish Village and the Natural History Museum. As such, a 4-level below-ground public parking structure can accommodate a maximum of 4803 public parking spaces.

Within the context of this information, the plan amendments include a 4803-space public parking structure for the following reasons:

1. Simply replacing the 3293 lost surface spaces is not sufficient because it does not account for current parking deficits or future growth demand.

2. Sizing the parking structure to only handle the Zoo parking demand (in 2020) of 3900 spaces ignores the fact it is **public** parking serving all park visitors and since this public parking is first-come/first-serve, the mix of visitors going to the North Prado institutions on a “design day” would be seriously under-served.
3. Sizing the parking structure larger than 4803 public parking spaces is impractical because of the physical constraints of the site.

For more background information on these and other planning issues, refer the Park Boulevard Promenade Draft Environmental Impact Report and the December 14, 2000 “Final Report of the Working Group for the Proposed Balboa Park Master and Precise Plan Amendments and the Zoological Society of San Diego Leasehold”.

In conjunction with the approved 1989 Balboa Park Master Plan and the 1992 Central Mesa Precise Plan, these plan amendments give definition and guidance to the future development of the Central Mesa of Balboa Park. The Balboa Park Master Plan, Central Mesa Precise Plan and these amendments will contribute to cultural, educational, recreational and social life of the entire San Diego region.

These amendments are organized in the same order as the approved Balboa Park Master Plan and Central Mesa Precise Plan. Those plan text and graphics which changed as a result of the inclusion of the Park Boulevard Promenade are revised and included. All text which has been revised or added from the originally approved plans is underlined.

May 19, 2003



**BALBOA PARK • CENTRAL MESA PRECISE PLAN**

**Table of Contents**

<b>Executive Summary</b> .....	<b>1</b>
<b>Vision</b> .....	<b>5</b>
<b>Introduction</b> .....	<b>7</b>
<b>Historic Context</b> .....	<b>17</b>
<b>Analysis</b> .....	<b>35</b>
Land Use .....	35
Circulation .....	67
Architecture .....	75
Landscape .....	107
Management .....	127
Maintenance .....	139
<b>The Precise Plan</b> .....	<b>143</b>
Goals and Plan Summary .....	144
Land Use .....	171
Circulation .....	189
Architecture .....	205
Landscape .....	245
Specific Recommendations .....	281
Security Element .....	365
Management .....	373
Maintenance .....	395
Implementation .....	399
Resolution .....	405

# List of Revised Pages

*For the ease of the reader, the subsections revised with this amendment and their new page numbers are listed below.*

<b>Executive Summary</b> .....	<b>1-4</b>
<b>The Precise Plan</b>	
Goals and Plan Summary.....	145, 151-161
Land Use.....	172, 177-187
Circulation.....	189-191, 193, 195-197, 198
Architecture	
East Prado.....	219
North Prado.....	223
21. Spanish Village.....	223-225
22. Carousel and Park Boulevard Promenade.....	<del>225</del> 226-227
War Memorial and <del>Zoo Parking Lot</del> Park Boulevard Greenbelt	
23. War Memorial Building.....	<del>227</del> 228
Arcades and Auxiliary Structures.....	241, 243
Landscape.....	247, 249, 262, 265-267, 273, 274, 276
Specific Recommendations	
East Prado.....	297
8. Plaza de Balboa.....	310, 311, <u>312a</u>
9. Rose and Desert Gardens.....	<u>312b</u> , 313
10. Japanese Friendship Garden.....	<del>313</del> <u>314</u>
North Prado.....	315
1. Village Promenade/Park Boulevard Promenade	
Pedestrian Link.....	317
<del>2. Natural History Museum Parking Lot</del> .....	<del>318</del>
2. Park Boulevard Promenade.....	318, 319, 320a, 320b
3. Spanish Village South Entry Plaza.....	<del>319</del> <u>321</u> , <u>322</u>
4. Spanish Village.....	<del>321</del> <u>323</u> , <u>324</u>
5. Spanish Village East Entry and Carousel	
Plaza.....	<del>323</del> <u>325</u> , <u>326</u>
6. Spanish Village North Entry.....	<del>324</del> <u>327</u>
7. North Village Promenade.....	<del>325</del>
8. North Prado Way and Old Globe Way.....	<del>326</del> <u>328</u>
9. Miniature Train/Children's Park.....	<del>327</del>
10. Carousel and South Carousel Parking Lot.....	<del>328</del>
War Memorial and Park Boulevard Greenbelt.....	<del>331</del> <u>329</u>
1. Zoo Parking Lot.....	<del>333</del>
1. Park Boulevard Greenbelt.....	<u>331</u> , <u>332</u>
2. War Memorial Building, and Lawns,	
and Parking Lot.....	<del>335</del> <u>333-335</u>
Palisades.....	343
12. Park Boulevard Streetscape.....	363
<u>Interfaces</u>	
1. Edge Treatment of Zoo Leasehold.....	<u>364a</u>
2. Interface of New Construction and	
Historic Areas.....	<u>364b</u>
U.S. Secretary of the Interior's Standards for	
the Treatment of Historic Properties,	
Standards for Rehabilitation.....	<u>364c</u>
Management	
Visitor Services.....	378, 379, 381



# **·BALBOA PARK ·CENTRAL MESA PRECISE PLAN·**

## List of Figures and Tables

<u>Figure</u>	<u>Page</u>
1. Central Mesa Study Area.....	9
2. Central Mesa Sub-areas.....	11
3. 1915 Exposition Plan.....	21
4. 1935 Exposition Plan.....	27
5. National Historic Landmark Zone.....	33
6. Existing Conditions.....	37
7. Surrounding Land Uses.....	39
8. Existing Open Public Park Land.....	43
9. Existing Multiple Use Outdoor Spaces.....	45
10. Existing Restricted Park Land.....	47
11. Existing Buildings.....	49
12. Existing Roads and Parking Areas.....	51
13. Central Mesa Usable Areas.....	55
14. Existing Usable Open Public Park Land.....	57
15. Existing Usable Restricted Park Land.....	59
16. Existing Leaseholds.....	63
17. Existing Vehicular Circulation and Parking.....	69
18. Existing Pedestrian and Vehicular Conflict Areas.....	71
19. Existing Transit Stops and Park Tram Route.....	73
20. Existing Architecture History.....	77
21. Existing Auxiliary Buildings.....	99
22. Existing Landscape History.....	113
23. Central Mesa Plant Inventory.....	115
24. Central Mesa Significant Plants and Trees.....	125
25. Existing Visitor Services.....	133
26. Existing Public Restroom Facilities.....	135
27. Existing Street Entertainment and Petition Sites.....	137



*Table of Contents*

28. Central Mesa Illustrative\* ..... 144

29. West Prado ..... 149

30. East Prado\* ..... 153

31. North Prado\* ..... 156

32. War Memorial and Zoo Parking\* ..... 161

33. Pepper Grove ..... 165

34. Palisades ..... 169

35. Proposed Open Public Park Land\* ..... 177

36. Recovered and Converted Open Park Land\* ..... 179

37. Proposed Buildings\* ..... 181

38. Proposed Roads and Parking Areas\* ..... 183

39. Proposed Restricted Park Land\* ..... 185

40. Proposed Multiple Use Outdoor Areas\* ..... 187

41. Proposed Vehicular Circulation and Parking\* ..... 191

42. Proposed Service Access Routes\* ..... 197

43. Proposed Park Tram Route ..... 203

44. Proposed Auxiliary Buildings\* ..... 243

45. Proposed Multiple Use  
and Outdoor Attraction Areas\* ..... 247

46. Proposed Picnic and Open Play Areas\* ..... 249

47. Proposed Natural Use Areas ..... 251

48. Proposed Priority Water Use Areas\* ..... 267

49. Significant Trees to Be Relocated\* ..... 269

50. Proposed Botanical Emphasis Areas\* ..... 272

51. Proposed Functional Planting Areas\* ..... 277

52. Proposed Naturalized Planting Areas ..... 279

53. Proposed Visitor Services\* ..... 379

54. Proposed Public Restroom Facilities\* ..... 381

## Tables

<u>Table</u>	<u>Page</u>
1. Existing Parking Supply, May 1991 .....	68
2. Proposed Parking Supply, <del>June 1991</del> <u>January 2003*</u> .....	190

\* Figures and Tables revised in this draft amendment



# **-BALBOA PARK -CENTRAL MESA PRECISE PLAN-**

## Executive Summary

### ***Purpose of the Precise Plan***

The purpose of the Central Mesa Precise Plan is to further define the goals and objectives of the Balboa Park Master Plan. The Precise Plan provides specific guidelines for Park policy development, Park administrative development, and Park design development. A signage program for the entire Park is also attached to Precise Plan as a separate document.



*An overview of the Prado during the 1915 Exposition.*

### ***Precise Plan Study Area***

The Central Mesa Precise Plan study area consists of approximately ~~493~~<sup>173</sup> acres which are situated in the heart of Balboa Park. Excluded from this study area are the San Diego Zoo and Roosevelt Junior High School. The Central Mesa Planning area includes the Prado, Palisades, Spanish Village, Pepper Grove, ~~Zoo parking lot~~, and War Memorial areas. The plan is designed to integrate with subsequent Precise Plans that will be developed for the Inspiration Point, East Mesa, and Sixth Avenue areas of the park. The project study area for the Signage Program includes all of Balboa Park.

### ***Precise Plan Process***

The Precise Plan process has emphasized the active participation of Park management, tenants, elected and appointed officials, community groups and the general public. A preliminary draft was distributed in September of 1990. Presentations of the plan were made, meetings were held, additional research was conducted and design review and comment were incorporated. A final draft was distributed in July, 1991. A series of presentations followed and review comments were incorporated prior to submitting the final Precise Plan to City Council for approval.

### ***Precise Plan Context***

The Central Mesa Precise Plan is the site of world expositions held in 1915 and 1935. The historic features which remain form the basis for its status as a National Historic Landmark. It is an urban park that is home to significant cultural groups, museums, galleries, theaters, and community events. It is a regional park that has significance because of the unique character of its physical environment. The Central Mesa's historic, cultural and natural significance combine to create one of the world's great parks.





## ***Precise Plan Summary***

The Balboa Park Central Mesa Precise Plan focuses on the major goals of preserving both cultural uses and an open public park environment, creating a pedestrian oriented park with convenient accessibility, preserving historical significance while meeting functional needs and establishing administrative excellence as a prerequisite to design success. The following is a summary of each plan amendment.

### *Land Use*

The goal of this plan element is to provide a wide variety of cultural activities within a public park environment. Recommendations include:

- Minimizing building expansions on the Central Mesa.
- Developing cultural links between the Park and Centre City and including off-site expansion of Central Mesa cultural facilities and activities in long range planning.
- Recovering open park land from areas used for roads, parking and restricted use areas wherever possible. One of these areas includes the archery range ~~and the miniature train area~~.
- Creating multiple use outdoor plazas to accommodate cultural activities.
- Relieving peak hour densities by expanding cultural uses to underutilized areas of the Park and to non-peak hours.

### *Circulation*

The circulation plan emphasizes creation of a pedestrian oriented park environment. Recommendations include:

- Maintaining public accessibility.
- Reducing pedestrian and automobile conflicts.
- Reducing the amount of vehicular traffic through the Central Mesa.
- Utilizing a park tram system to move visitors through the Central Mesa.
- Incorporating off-site parking and shuttle service on peak use days.
- Encouraging the use of public transit as a primary means of access to the Park.

### *Architecture and Landscape Improvements*

The goal of this portion of the plan is to rehabilitate and modify the physical environment of the Central Mesa in a manner which preserves its historic significance and provides for future uses.

#### *West Prado*

- Rebuilding the House of Charm and the House of Hospitality.
- Locating a central visitor center in the House of Hospitality.



- Restoring the Plaza de Panama to a multiple use pedestrian plaza.
- Restoring the archery range area to unrestricted public use.

East Prado

- Expanding the Natural History Museum, and Reuben H. Fleet Space Theater and Science Center.
- Restoring an eastern pedestrian entry to the Prado with a stairway from the Plaza de Balboa to Park Boulevard.
- Restoring Village Place to a pedestrian promenade.

North Prado

- Reconfiguring and reconstructing Spanish Village buildings to restore the original character and usefulness of this complex.
- Connecting a relocated Zoo entry with the Prado by way of the proposed Park Boulevard Promenade.
- Eliminating surface parking with the exception of a small parking lot adjacent to the War Memorial building.
- Constructing a new 4800 space parking structure beneath the Park Boulevard Promenade.
- Constructing new visitor services on the Park Boulevard Promenade.
- Continuing to use Village Place for service access to Old Globe Way and Spanish Village.
- Creating a new user-friendly transit center on Park Boulevard near the Prado.
- ~~Creating a significant new walkway from the Zoo entry plaza to Spanish Village.~~
- ~~Opening a portion of the Miniature Train area to the public for a picnic and children's play area.~~
- ~~Creating a new service access route from Zoo Place to Old Globe Way.~~
- ~~Constructing a new visitor center near the main entrance to Spanish Village.~~

War Memorial & Zoo Parking Lot Park Boulevard Greenbelt

- ~~Installing additional landscaping to the Zoo parking lot to comply with the City landscape ordinance.~~
- Constructing an improved south entry area for the War Memorial Building.
- Creating a Park Boulevard Greenbelt that connects the War Memorial area with the North Prado.



*Precise Plan - Executive Summary*

- Relocating the Miniature Train to the Greenbelt and create public picnic children's play areas within the Greenbelt.
- Creating a new group entry for the Zoo across from the War Memorial to reduce pedestrian/vehicle conflicts.

Pepper Grove

- Renovating the southern water tank building to accommodate Worldbeat Cultural Center.
- Creating a new multiple use plaza between Centro Cultural de la Raza and Worldbeat Center.

Palisades

- Constructing a 1,000-1,500 space parking structure that will be capped with a rooftop plaza.
- Returning the Palisades to a pedestrian area that includes plazas, lawns, and gardens.
- Constructing a visitor center to serve the Southern Central Mesa.
- Expanding the House of Pacific Relations.

## *Management*

The goal of this section is to develop and fund effective management programs in areas such as:

- Park Activities – Management of public outdoor spaces and parkwide cultural activities.
- Visitor Relations – Development and oversight of a Park interpretive program, information centers, and general park publicity.
- Park Facilities – Coordination of tenant lease reviews and development of programs to assist organizations who lease facilities to meet their stated objectives.
- Personnel – Recruitment, training and development of a community volunteer corps and enhancement of employee training programs in Balboa Park policy and procedures.
- Park Security – Development and oversight of a park ranger program and security network.

## *Maintenance*

Recommendations in this section of the plan include:

- Increasing the annual maintenance budget prior to physical improvements.
- Integrating maintenance programs into design contracts wherever possible.
- Assembling teams of maintenance personnel to perform specialized tasks.



### Central Mesa Illustrative

revised May 2003

Figure 28



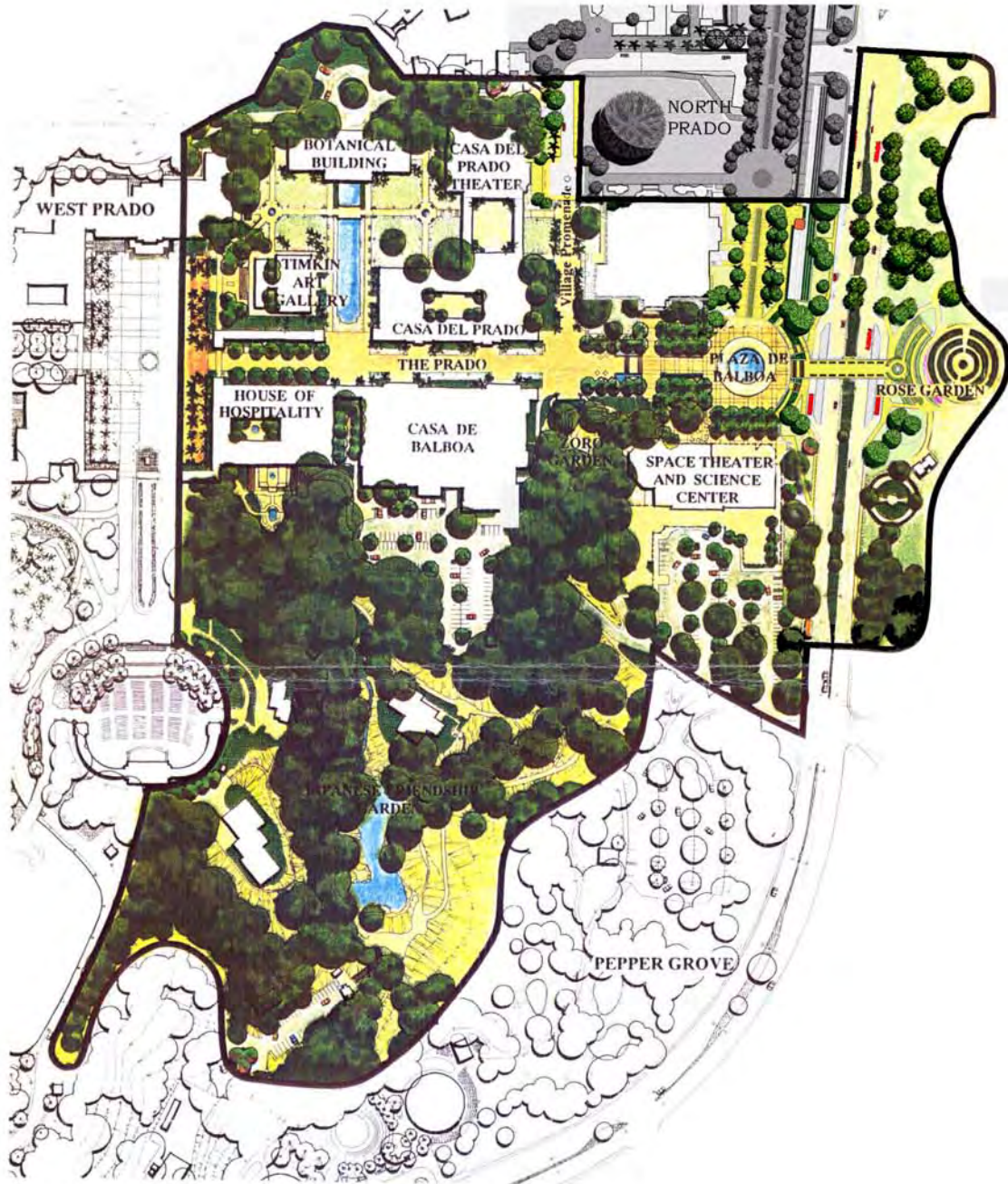
**ESTRADA** Land Planning



### *East Prado*

The House of Hospitality will benefit from a complete reconstruction and will accommodate a new full spectrum visitor center and other visitor oriented services. The Natural History Museum and the Fleet Space Center will expand their facilities. ~~Stairways from the Plaza de Balboa to Park Boulevard will descend to a pedestrian drop-off area on Park Boulevard and reinstate the traditional east entry to the Prado.~~ The traditional east entry to the Prado will be reinstated. The Plaza de Balboa will be connected to the Rose Garden across Park Boulevard by a pedestrian bridge. A public transit station will be located at the bridge. Pedestrian circulation will be restored to Village Place creating a north connection of the Prado promenade with Spanish Village. Other landscape improvements include a regrading and reconfiguration of Casa de Balboa parking lot to improve drainage and vehicular access, improvements to the south entry to the Prado located between the House of Hospitality and Casa de Balboa, and improvements to Zoro Garden.





**East Prado**

revised May 2003 **Figure 30**



Trees

Groundcovers



Lawn

Paved Pedestrian Areas



**ESTRADA** Land Planning



## *North Prado*





Spanish Village will be reconfigured to return much of its historic character and vitality. A new visitor center will provide needed services to visitors of the North Prado. ~~A cul-de-sac south of Spanish Village turn-around east of the Casa del Prado Theater will provide a convenient drop-off point to North Prado, which will enable Village Place to once again become a grand pedestrian promenade.~~ Service access to Old Globe Way will be retained by connecting a service road from ~~Zoo~~ Village Place. The Zoo entry will be relocated to the northeast of the Spanish Village, in the vicinity of the existing miniature train. An attractive new walkway south from ~~the Zoo exit~~ the relocated Zoo entry plaza will provide a significant entry experience to Spanish Village and the Prado area. Two entries on the east side of Spanish Village will be re-opened to connect to this new walkway. ~~The public will have the opportunity to access a portion of the miniature train area and enjoy a proposed picnic and children's playground area nestled in a grove of mature eucalyptus.~~


The asphalt surface parking lots adjacent to the Natural History Museum and Spanish Village will be converted to the Park Boulevard Promenade. The Zoo entry will be relocated to the vicinity of the current miniature train location and will be designed to integrate with the adjacent Park Boulevard Promenade. The new Park Boulevard Promenade will strengthen the pedestrian link between the relocated Zoo entry, Spanish Village and the Prado while creating an enhanced experience for the park visitor. Beneath the promenade will be an approximate 4800 space, below-grade parking structure.





**North Prado** revised May 2003 Figure 31

 Trees	 Lawn		
 Groundcovers	 Paved Pedestrian Areas		

0 100 200 400  
SCALE IN FEET 

**ESTRADA** Land Planning





War Memorial and Zoo Parking Lot Park  
Boulevard Greenbelt

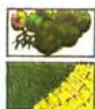
The zoo parking lot will receive new landscaping and the The zoo parking lot will be converted to Zoological garden use and a greenbelt. The greenbelt will include the relocated miniature train and a picnic and children's play area. A Balboa Park gateway entry feature will be constructed near the intersection of Park Boulevard and Morley Field Drive to identify the entrance to Balboa Park. A drop-off lane in front of Roosevelt Junior High School will improve circulation and pedestrian safety. The southern entry to the War Memorial building will be redesigned to provide enhanced functionality and aesthetics.



### War Memorial and Park Boulevard Greenbelt

revised May 2003

Figure 32



Trees



Lawn



Groundcovers



Paved Pedestrian Areas



ESTRADA Land Planning



- Visitor use of the Central Mesa should be more evenly distributed. Underutilized areas of the Park such as the Palisades, Spanish Village and Pepper Grove should be utilized in a way that will attract visitors and relieve high visitor levels on the Prado. Evening and weekday use along with winter season activities should be emphasized to relieve peak attendance pressure. Evening use of the Park will further increase public safety as desirable activities displace those that are undesirable.

The following table summarizes existing and proposed land uses for the Central Mesa. The changes that will occur as a result of implementing the Precise Plan are also shown.

**LAND USE SUMMARY**

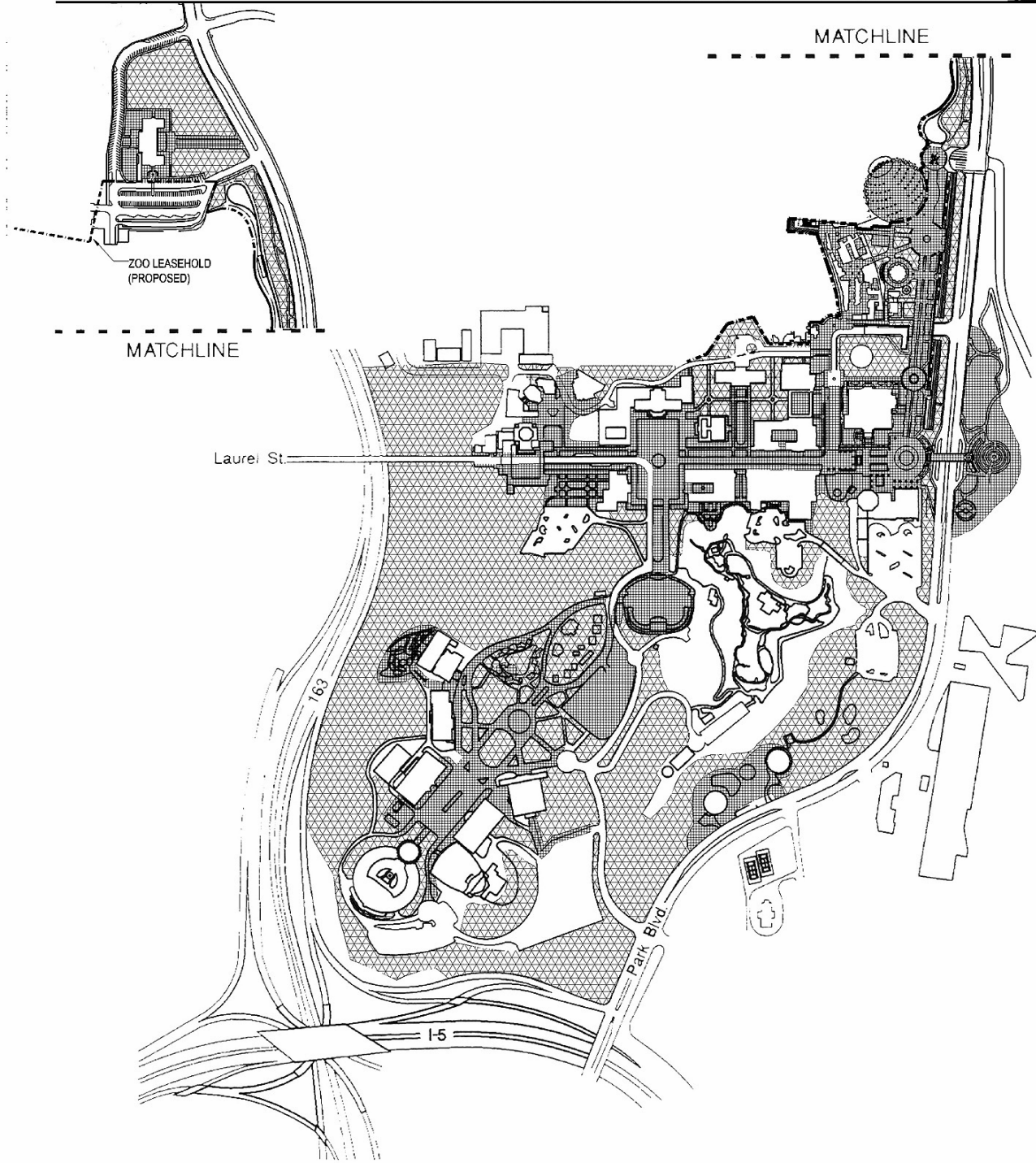
<b>LAND USE (in acres)</b>	<b>EXISTING</b>	<b>PROPOSED</b>	<b>CHANGE</b>
Open Public Park Land	89	<del>111</del> 116	+22 +27
Restricted Use Areas	33	19	-14
Roads and Parking Areas	54	<del>45</del> 21	-9 -33
Buildings	17	18	+1

*Objective:*



Expand open public park land

*Recommendations:*

- Recover open public park land wherever possible. See Figure 35 for proposed open public park land.
- Replace roads, parking areas and restricted use areas, such as the archery range, with open public use park land wherever possible. The Organ Pavilion Parking Structure will be constructed prior to converting the Plaza de Panama and Palisades parking areas to plazas per the Balboa Park Master Plan.
- Mitigate land to be converted to building expansions, roads, parking areas and restricted use areas with an equal or greater area of recovered parkland. See Figure 36 for proposed areas of recovered and converted open public park land.
- Discourage park uses and policies that restrict free public use of the Park.



**Open Public Park Land - Proposed Plan**

-  Recreational / Natural - 74 acres
-  Plazas, Promenades, and Gardens - 42 acres

**Total Open Public Park Land - 116 acres**

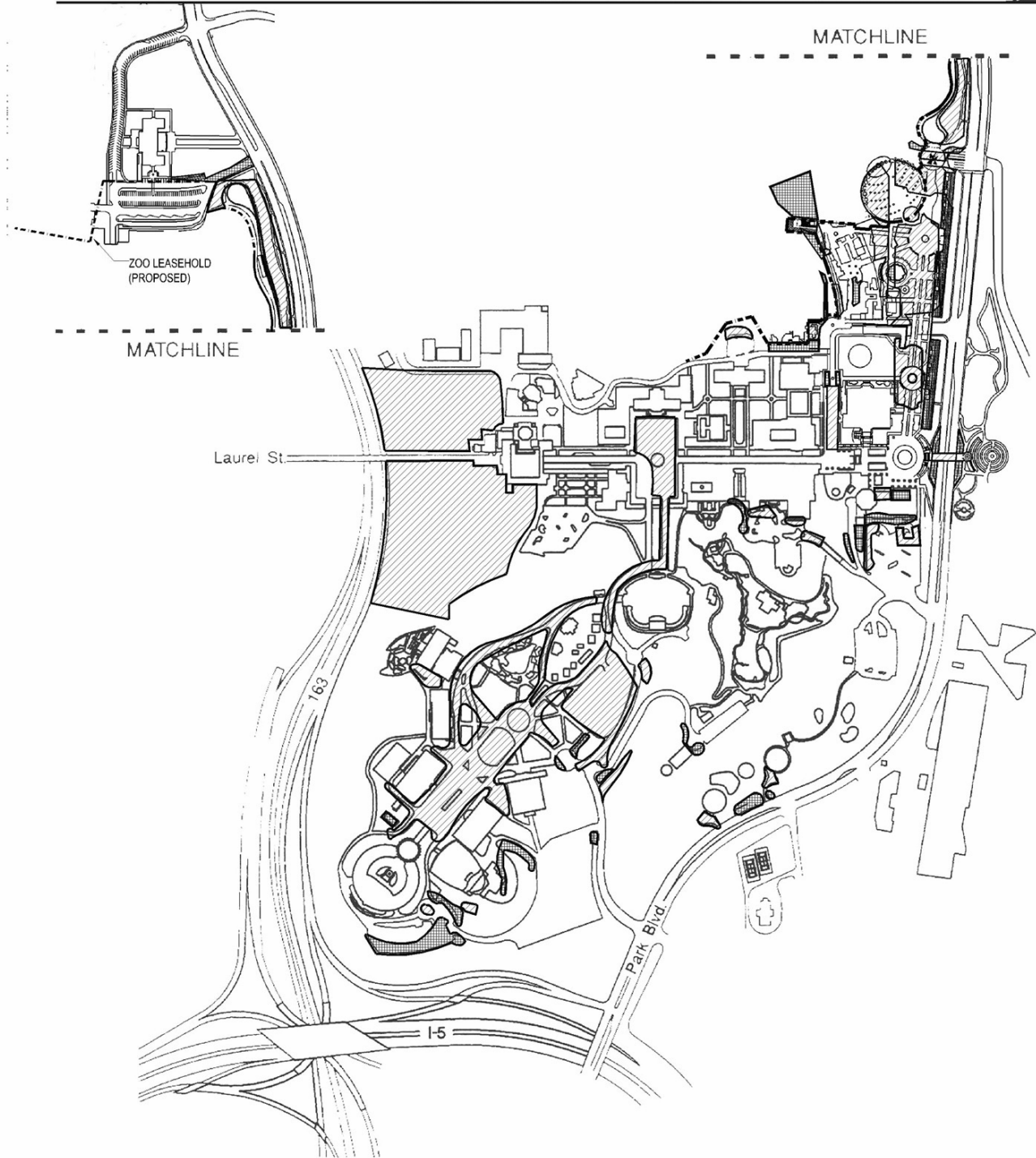
13 June 1991  
revised May 2003

Figure  
**35**




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**Recovered and Converted Open Public Park Land**

-  Open Public Park Land Recovered from other Uses - 32 acres
-  Open Public Park Land Converted to other Uses - 5 acres

**Net Gain of Open Public Park Land - 27 acres**

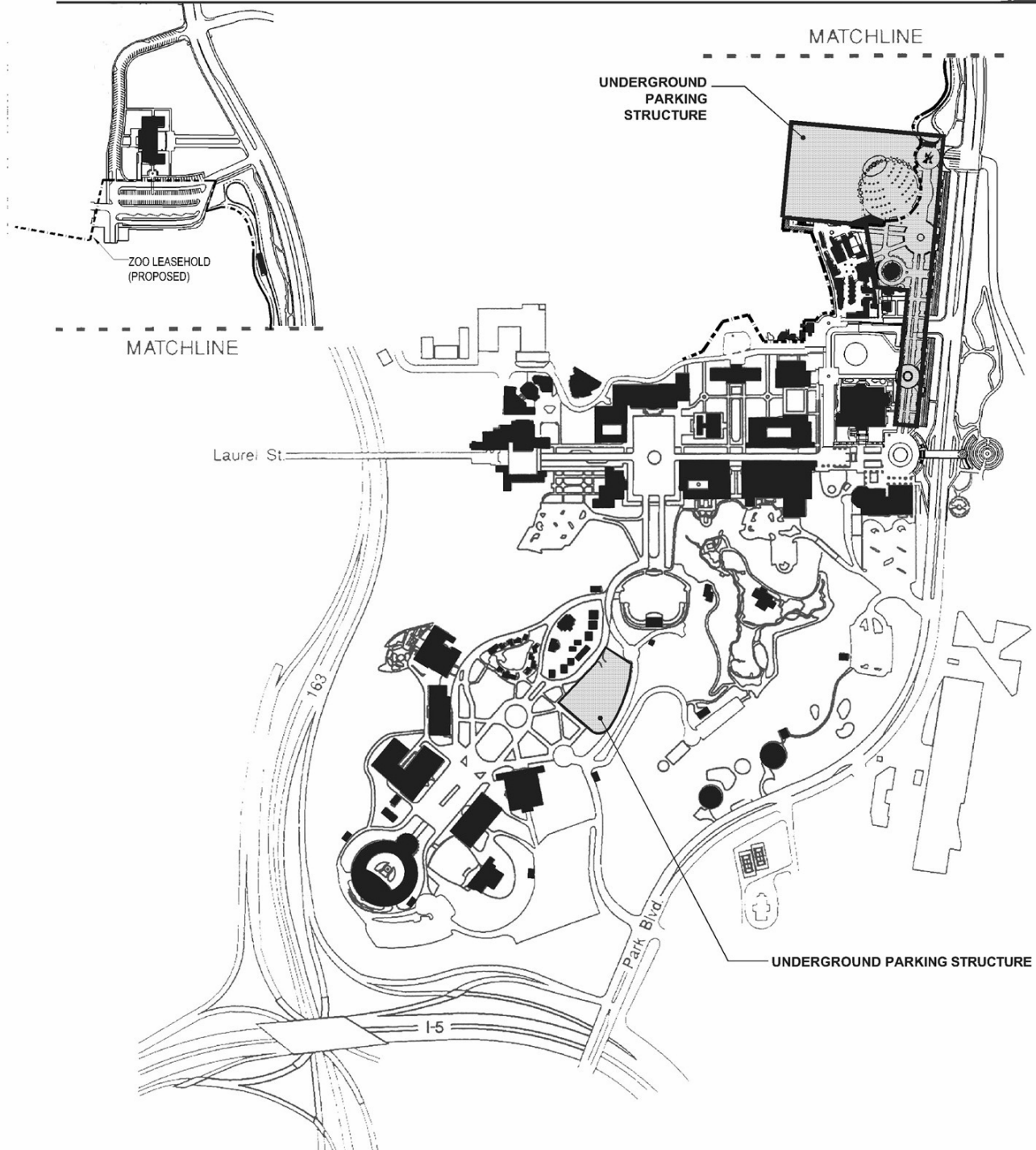
13 June 1991  
revised May 2003

Figure  
**36**



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**Proposed Buildings**

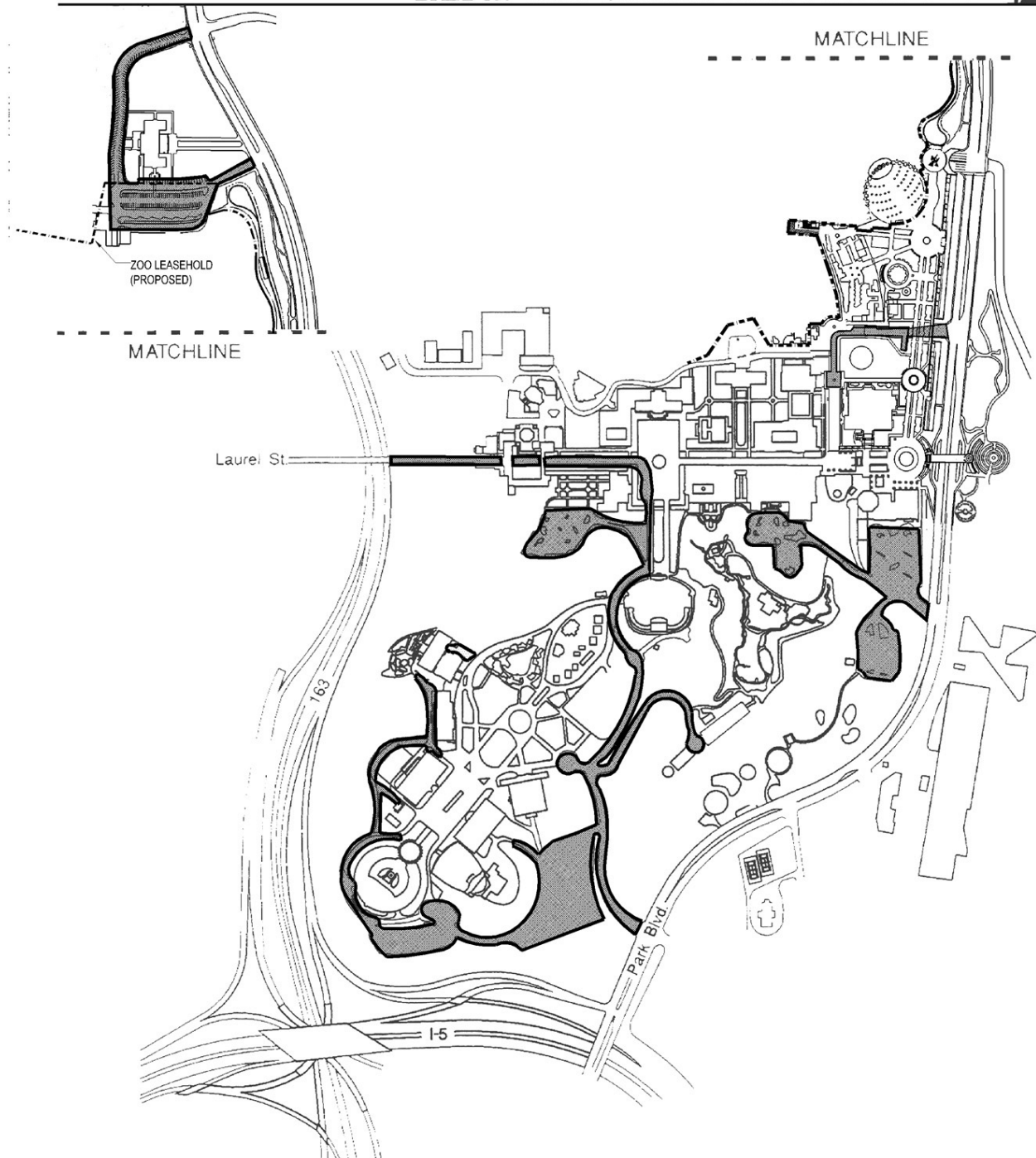
■ Proposed Buildings - 18 acres

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Figure  
37



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**Proposed Roads and Surface Parking Areas**

 Proposed Roads and Surface Parking Areas - 21 acres

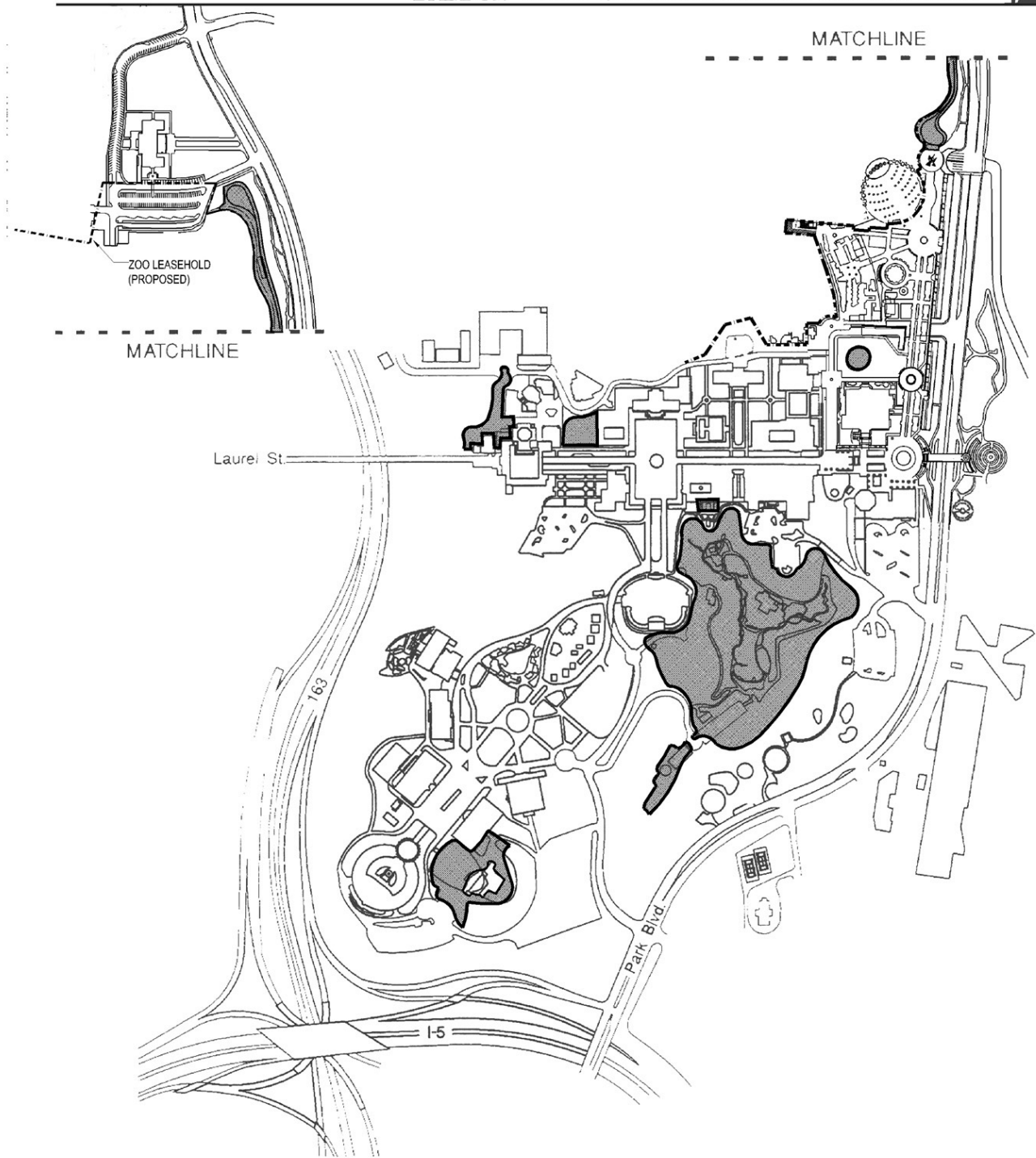
13 June 1991  
revised May 2003

Figure  
**38**



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### Proposed Restricted Park Land

 Proposed Restricted Park Land - 19 acres

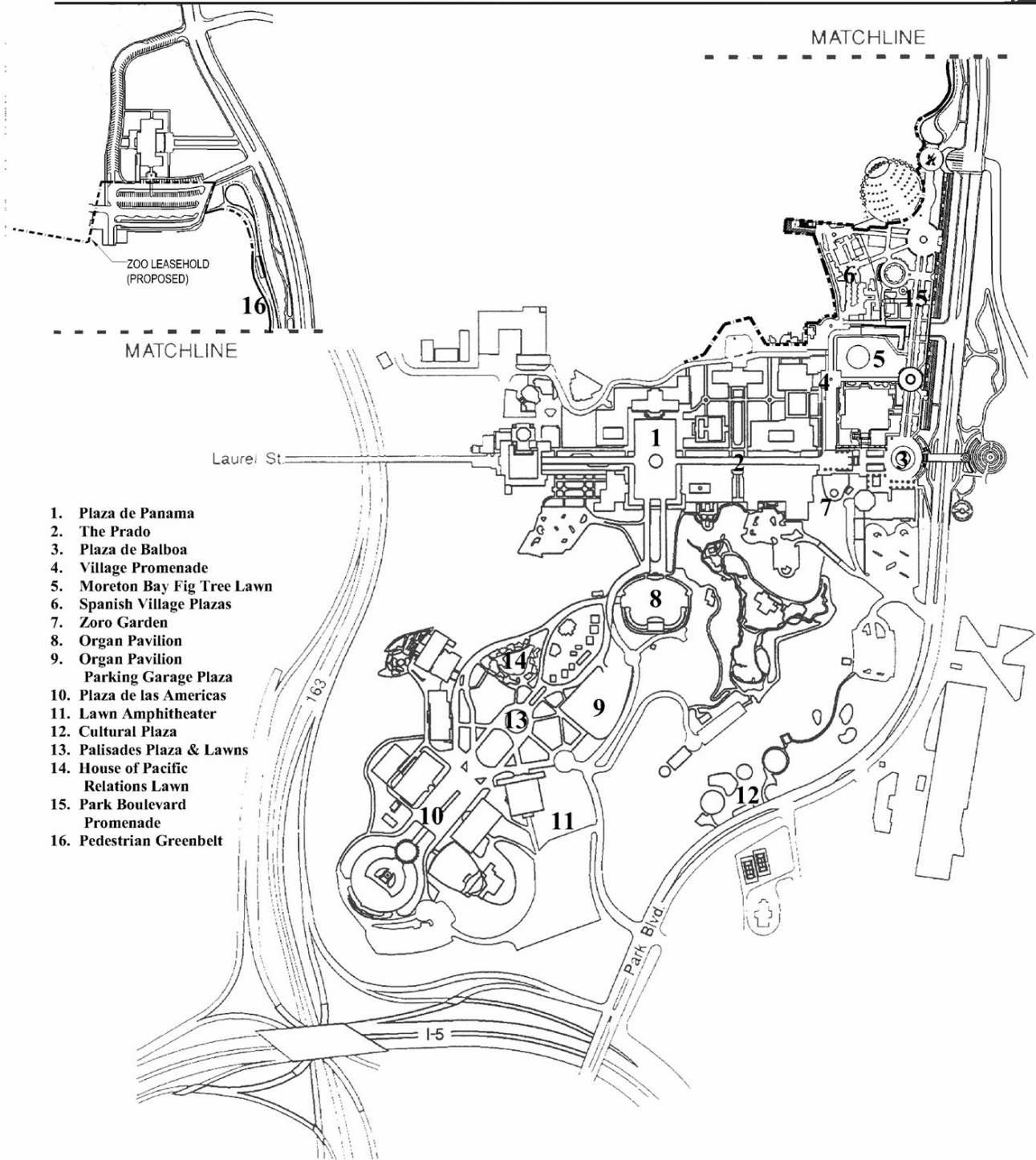
13 June 1991  
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Figure  
**39**



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**Proposed Multiple Use Outdoor Spaces**

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Figure  
**40**



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## **CIRCULATION**

The goal of the circulation plan is to establish a pedestrian environment that features public transportation use while providing adequate vehicular access to and within the Central Mesa. The circulation system will enable pedestrians to walk from the Zoo to the Aerospace Museum without crossing a vehicular circulation route. Service access and convenient public drop-off points are maintained. The intra-Park tram system, which enables quick access to the heart of the Central Mesa from outlying areas of the Park, is an important factor in achieving a more pedestrian oriented environment.

Restoring a pedestrian oriented park environment to the Central Mesa is a primary objective for preserving its essential character. Reducing the presence of the automobile will emphasize natural qualities of the Park while recapturing the original intent of the Central Mesa design concept. Placing priority on the pedestrian is based on the nature of the original site design. The historic architecture and horticulture, with their intricate detail, were designed to be appreciated at a walking pace. Their significance warrants pedestrian priority for circulation routes.

Reducing conflicts between pedestrians and vehicular traffic will encourage pedestrian activity. Providing site amenities, increasing lighting and expanding pedestrian access will reduce the perceived need for the automobile within the Central Mesa. Increased pedestrian use of the Park will also increase public safety as high numbers of visitors participating in desirable uses of the Park will displace less desirable activities.

With higher visitor levels in the future, alternative forms of transportation will become a necessity to ensure maximum public use and enjoyment of the Park. As pedestrian activity increases, regular tram service and increased management of vehicular circulation will enable pedestrians, vehicular traffic and service vehicles to safely coexist despite higher levels of park use. An important aspect of the Central Mesa circulation system will be the use of shuttles to connect off-site parking with the Central Mesa. This will relieve peak demands on proposed parking areas.

Proposed parking areas will increase the amount of parking available on the Central Mesa. See Figure 41 for Proposed Circulation and Parking. The parking spaces removed from areas such as the Palisades and the Plaza de Panama will be replaced by the proposed plaza-topped Organ Pavilion parking structure. The parking spaces in the Zoo lot, the North Carousel lot, the Natural History Museum lot, and the South Carousel lot will be replaced with the proposed plaza-topped Park Boulevard Promenade Parking Structure. A summary of the proposed parking supply is shown on Table 2.



TABLE 2. (see Table 1 for existing parking supply)

PROPOSED 2010 PARKING SUPPLY, ~~JUNE 1991~~.

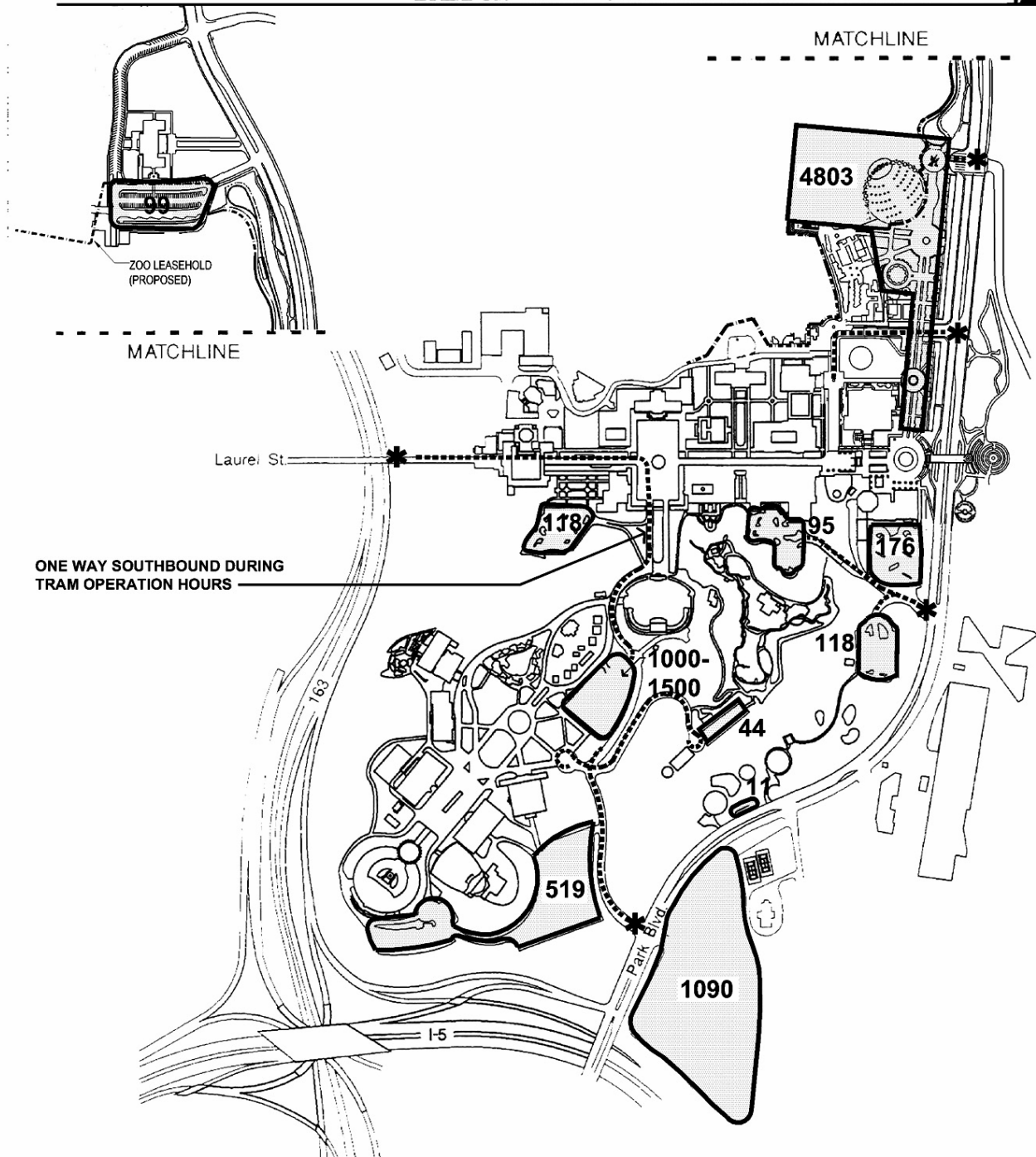
PARKING LOT:	NUMBER OF SPACES		
	(1)	(2)	(3)
ZOO <u>EMPLOYEE</u> LOT	3,016	<del>2,831</del>	450
NORTH CAROUSEL LOT	91	<del>103</del>	0
SOUTH CAROUSEL LOT	234	<del>215</del>	0
NATURAL HISTORY MUSEUM LOT	102	<del>101</del>	0
ALCAZAR GARDEN LOT	137	118	118
CASA DE BALBOA LOT	119	95	95
FLEET SPACE THEATER LOT	167	176	176
PEPPER GROVE LOT	125	118	118
ORGAN PAVILION PARKING GARAGE			**1,000-1,500
FEDERAL/AEROSPACE LOT	<del>531</del>	519	519
GOLD GULCH LOT	38	44	44
CENTRO/WORLDBEAT LOT			11
<u>WAR MEMORIAL LOT</u>			99
<u>PARK BOULEVARD PROMENADE</u> <u>STRUCTURE</u>			4,803
SUBTOTAL:	<del>5,571-6,071</del>	<del>5320-5820</del>	7433 - 7933
ZOO <del>PLACE</del> <u>DRIVE</u> PARKING SPACES	120+	93	74
PARK BOULEVARD PARKING SPACES	340+	<del>225</del>	201***
SUB-TOTAL:	460+	318	275
INSPIRATION POINT LOTS	1,232	<del>1090</del>	1090
<u>TOTAL PARKING SPACES:</u>	<del>7,263-7,763+</del>	<del>6728-7228</del>	8,798-9,298

Note: The number of parking spaces in Central Mesa parking lots has changed over the years due to re-striping. This table has been modified accordingly.

- (1) Column (1) lists the numbers in the current adopted Central Mesa Precise Plan. It projects the parking spaces for 2010 based on the number of parking spaces in the cited lots in 1991 (assuming the implementation of current plan).
- (2) The middle column lists the Park Ranger 2000 data for existing parking spaces, reflecting the effects of re-striping the cited lots over the years. This is included to provide an up-to-date baseline for illustrating changes in parking spaces given the plan amendments.
- (3) Column 3 is the number of parking spaces in the parking lots given the plan amendments.

Also note that the Metropolitan Transit Development Board (MTDB) is considering changes to transit service along Park Boulevard. This could result in the loss of parking along Park Boulevard. MTDB will be subjecting their proposal to additional study and environmental review.

\* July 2000 existing spaces in parking lots collected by Metro Parks Division Rangers.  
 \*\* Organ Pavilion parking garage design to accommodate 1,000 – 1,500 parking spaces.  
 \*\*\* MTDB is considering transit service changes that might impact parking along Park Boulevard.



**Proposed Vehicular Circulation and Parking**

- \* Vehicular Access Points
- (XXX) Number of Vehicular Spaces per Lot
- Vehicular Circulation

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revised May 2003

Figure  
**41**



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## ***Pedestrian Circulation***

### *Objective:*

Create a pedestrian oriented park environment.

### *Recommendations:*

- Utilize pedestrian overpasses at major circulation crossings. These should be located at the Organ Pavilion connection to the Palisades and the Plaza de Balboa connection to the Rose Garden (~~existing to remain~~). Future consideration should be given to an additional pedestrian overpass near the intersection of Park Boulevard and Presidents Way.
- Concentrate parking in the proposed Park Boulevard Promenade parking structure and the proposed Organ Pavilion parking garage and restore the Plaza de Panama, and the Palisades, ~~and Village Place~~ to pedestrian use.
- Regulate service vehicle access hours in pedestrian areas and specify designated routes.
- Separate pedestrian and vehicular circulation routes wherever possible.

### *Objective:*

Develop a comprehensive system of pedestrian walkways throughout the Central Mesa.

### *Recommendations:*

- Provide disabled accessibility to all park facilities.
- Provide a major pedestrian route between the Zoo entry and the Aerospace Museum that does not cross automobile circulation routes.
- Convert existing roads to pedestrian promenades wherever possible.

### *Objective:*

Enhance pedestrian entries to the Central Mesa.

### *Recommendations:*

- Use focal features, accent planting, accent paving and pedestrian scale signage and lighting to delineate entry points to the Central Mesa.
- Provide enhanced site amenities at pedestrian drop-off points, public transportation entries, and tram stops.



*Objective:*

Provide adequate service access to each Park building.

*Recommendations:*

- Allow full service access during low pedestrian use hours and limit service access during high pedestrian use hours.
- Utilize specific service routes as shown in figure 42.
- Regulate the size, type and location of service vehicles to accommodate pedestrian usage of the Park. The hours and type of service vehicles allowed are as follows:

Night and Early Morning:

- 11:00 p.m. to 9:00 a.m.

All vehicles, including trucks with semi-trailers on paved surfaces except pedestrian overpasses.

Peak & Evening:

- 9:00 a.m. to 11:00 p.m.

Cars, vans, and small pick-up trucks displaying a permit will be allowed on established service routes. Permits will be obtained from the Park management office. No medium size trucks, step-vans, or larger vehicles, will be allowed without authorization from Park management.

- Design all service access routes to accommodate trucks with semi-trailers.
- Provide manual or motorized carts to be used for private deliveries to and from automobile drop-off areas by community organizations leasing building space.

*Objective:*

Increase parking spaces in Central Mesa.

*Recommendations:*

- Construct an approximate 4,800 space, below-grade parking structure beneath the proposed Park Boulevard Promenade (See Architecture recommendations).
- Construct a 1,000 – 1,500 space parking garage on the existing Organ Pavilion parking lot site (See Architecture recommendations).
- Restripe existing lots to include compact spaces in each lot to maximize total spaces.
- Reconfigure existing lots as shown in the Landscape recommendations.



*Objective:*

Prohibit large vehicles in the Prado.

*Recommendations:*

- Limit parking for buses and large recreational vehicles to the Inspiration Point and Federal Building lots.
- Allow buses to drop off passengers at the Presidents Way ~~and Village Place~~ cul-de-sac.
- Create a transportation center in the first level of the portion of the below-grade Park Boulevard Promenade parking structure near the Natural History Museum. Allow buses, shuttles, and cabs to drop off and pick up passengers at this transportation center.
- Create a new group entry at the northern end of the Zoo designed to facilitate buses dropping off groups to the zoo.

*Objective:*

Incorporate a prioritized parking system to maximize parking opportunities for park visitors.

*Recommendations:*

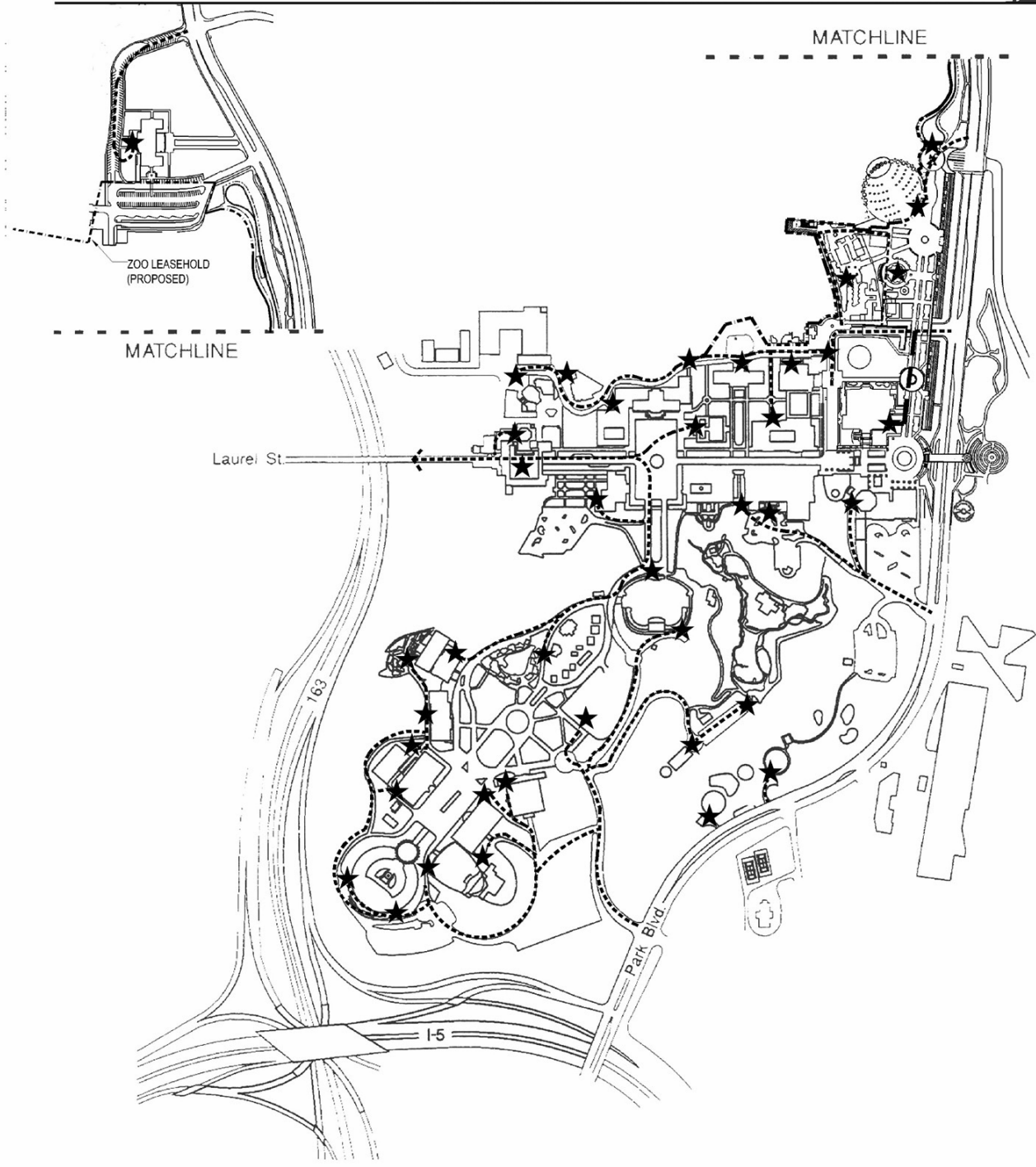
- Designate parking spaces according to length of stay with the exception of disabled spaces. Priority of close-in parking should go to short term use in time increments ranging from 20 minute loading spaces to 2 hour, 4 hour, full day, or evening time periods. Parking regulations will be enforced by Park Rangers.
- Provide tram service to long-term parking lots during peak hours.
- Encourage Park institutions to provide a joint shuttle service for employees who park in long-term lots and require transportation to their vehicles during non-peak hours.

*Objective:*

Utilize portions of the Inspiration Point and Federal Building parking lot for specialized uses such as recreational vehicle, bus and employee parking to allow the Central Mesa lots to accommodate the maximum number of visitor autos.

*Recommendations:*

- Designate employee/volunteer parking spaces in the Inspiration Point parking lot after tram service begins as outlined in the Centre City and Balboa Park Parking Management Plan. Employee/volunteer use of these spaces should be encouraged by each institution as a courtesy to the public.
- Assign bus and recreational vehicle parking to a designated area of the Inspiration Point parking lot when Park tram service begins. Provide a school bus drop-off and parking in the Federal building parking lot.



**Proposed Service Access Routes**

- Service Access Route
- - - - Below-Grade Service Access Route
- ★ Service Area

13 June 1991  
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Figure  
**42**



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THIRD DRAFT





*Objective:*

Provide adequate disabled parking throughout the Central Mesa.

*Recommendations:*

- Use Alcazar parking lot to accommodate the majority of disabled parking spaces in the Prado area.
- Reserve preferred spaces in all Central Mesa parking lots for disabled parking.

*Objective:*

Promote evening use of the Zoo parking lot (in the short term) and the proposed Park Boulevard Promenade parking structure (in the long term) by patrons of the Old Globe and other Prado institutions with evening programs.

*Recommendations:*

- ~~Provide a wide, well lighted pedestrian walkway from the Zoo parking lot to the Prado to encourage evening use of the Zoo parking lot.~~ Use wide, well-lighted walkways to strengthen the connection between parking in the North Prado (the Zoo parking lot and the future Park Boulevard Promenade parking structure) and cultural activities throughout the Park.
- Install appropriate signage to direct evening visitors from the Zoo parking lot to the Prado.
- Encourage institutions that conduct evening events to inform their patrons that evening parking in the Zoo lot is available.

*Objective:*

Coordinate parking management with groups located adjacent to the Precise Plan study area whose uses could impact the availability of parking for visitors to the Central Mesa.

*Recommendations:*

- ~~Work with the Zoo to develop a long term parking plan that will enable their parking needs to be fully accommodated within the area of their current leasehold.~~
- Encourage Navy Hospital to develop a parking plan that enables Central Mesa parking to be fully utilized by visitors using the Park.

## ***Alternative Modes of Transportation***

*Objective:*

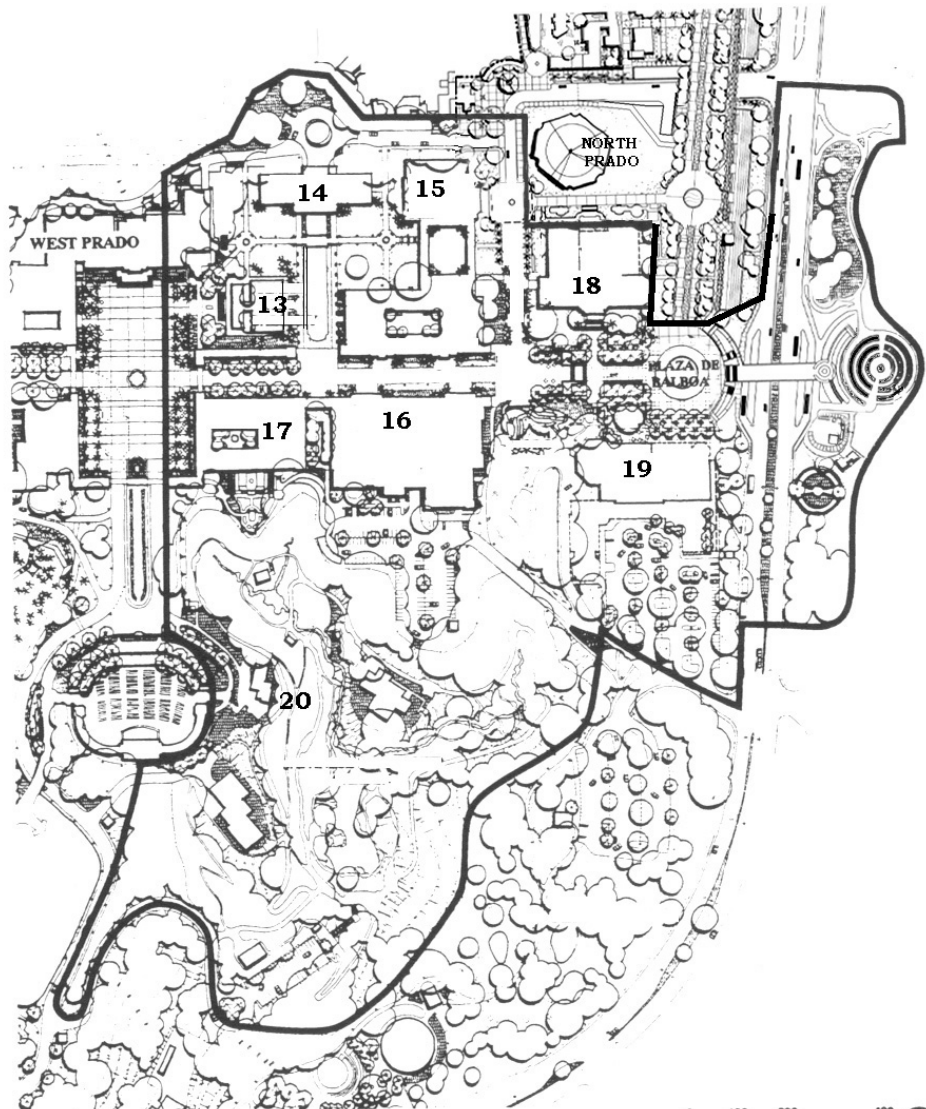
Encourage the use of public transit as a primary means of access to the Central Mesa.

*Recommendations:*

- Improve public transit service to the Park during peak visitor periods.



## East Prado



revised May 2003



### *13. Timken Art Building*

#### *Design Objective:*

Preserve and maintain the existing structure according to the general architectural design guidelines.

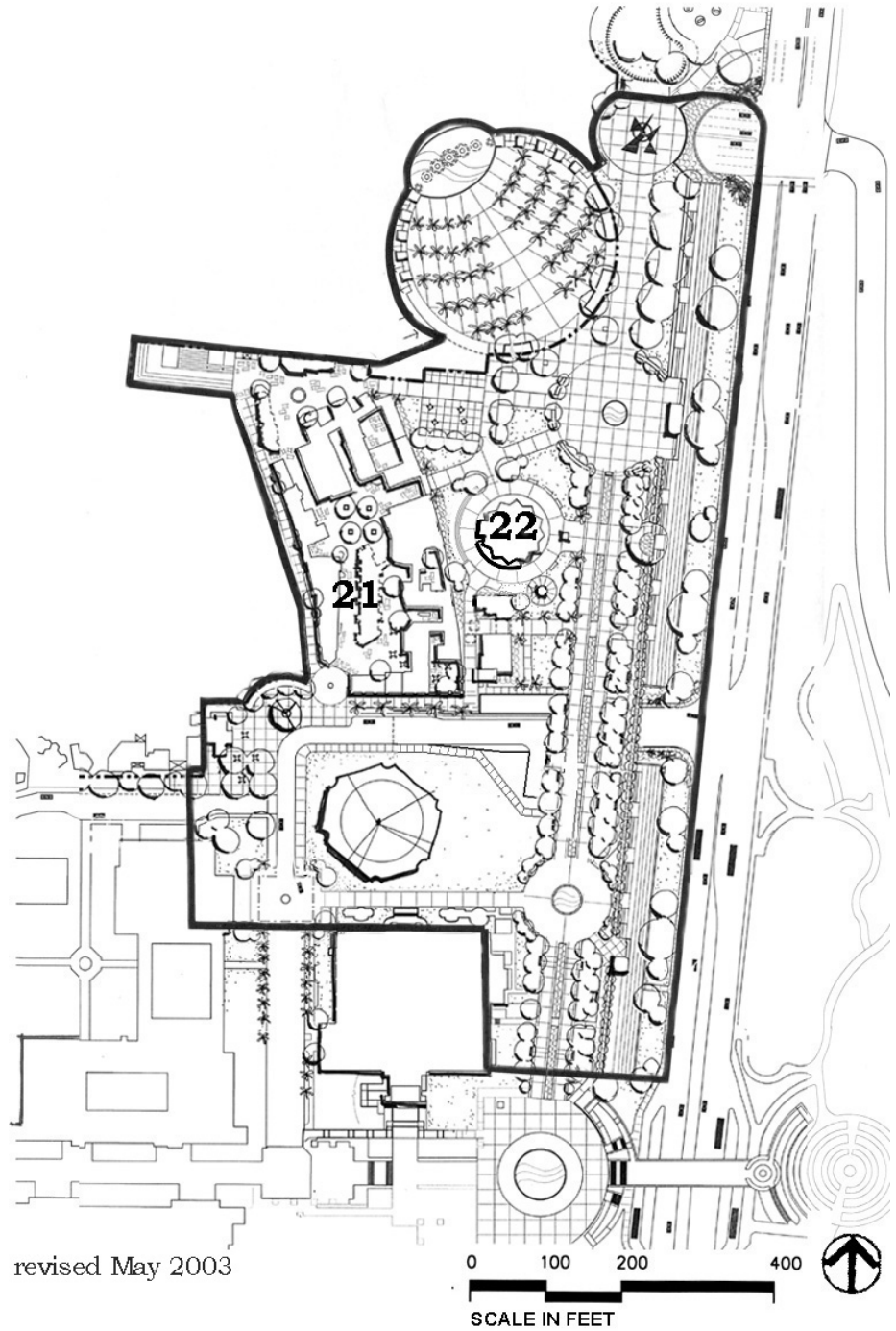
### *14. Botanical Building*

#### *Design Objective:*

Preserve and restore historically significant interior and exterior features wherever possible according to the general architectural design guidelines.



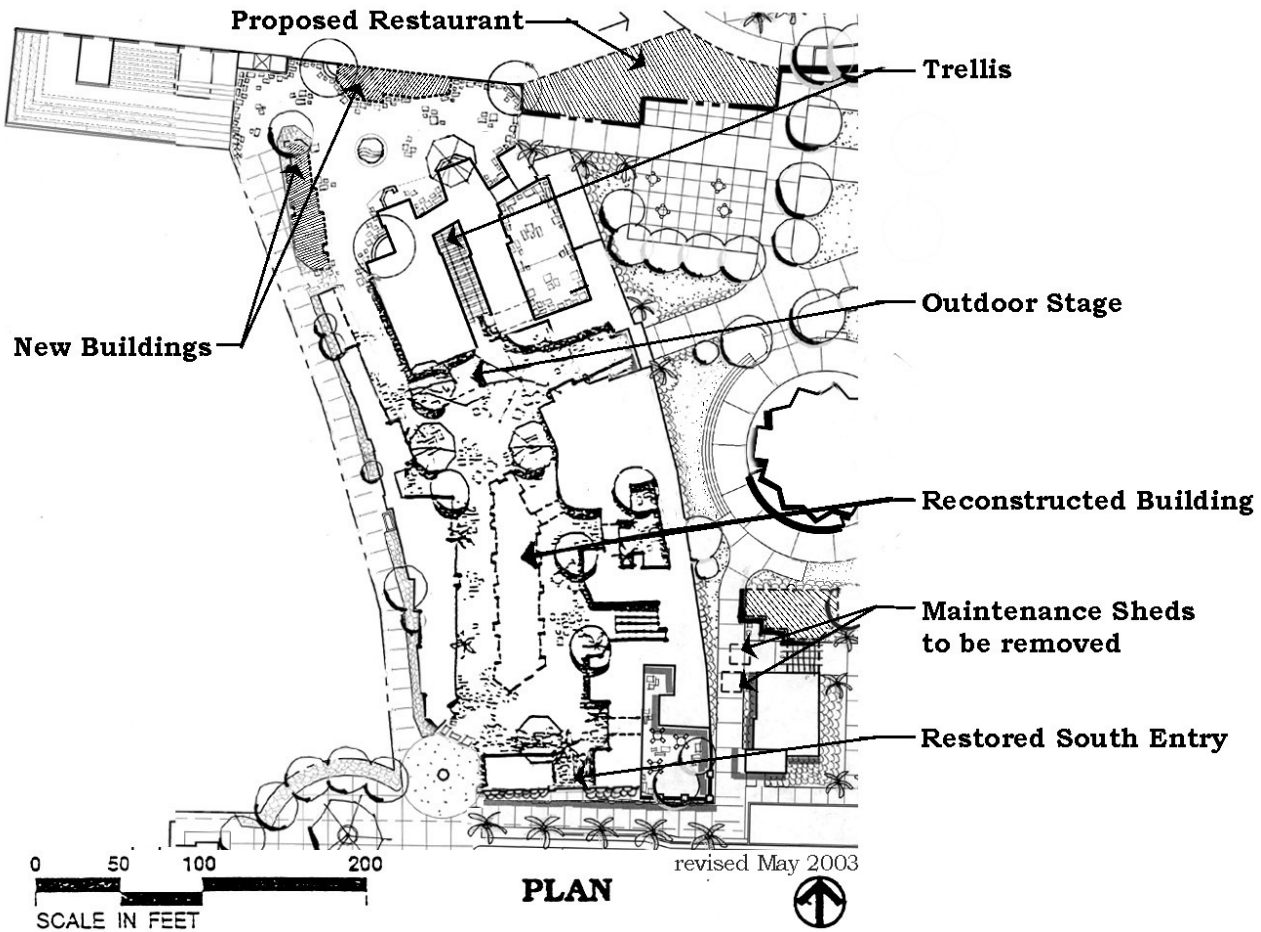
## North Prado



### *21. Spanish Village*

#### *Design Objective:*

Rehabilitate and expand the Village to resemble its 1935 appearance, add studio space and provide increased opportunities for viewing artists at work.



### Recommendations:

- Conduct a detailed assessment of existing utilities and refurbish where needed.
- Reconstruct the central building exterior according to the original plans. Interior spaces should provide for main floor uses such as large exhibitions, meetings, or individual studios. The second floor should be designed to accommodate administration work space.
- Reconstruct the historic building portion located at the northwest portion of the Village as shown.
- Remove the non-historic structure located in the proposed east entry patio.
- Restore the south entry that was present in 1935.
- Construct new studio buildings at the north and east entry areas as shown.
- Replicate the original building elevations wherever possible.
- Include space for public viewing of working artists in interior floor plans for all studios.
- Provide floor space for a specialty food service.



- Remodel the existing residence and restore archways into the northeast courtyard as shown.
- Remodel the non-historic addition to the Mineral and Gem building to conform to historic elevations and detailing.
- Extend the roofline of the Mineral and Gem building to partially cover the proposed outdoor stage.
- Replace non-historic bars on windows with operable wood shutters that can be closed and locked after hours of operation.
- Replace non-historic bars on windows with operable wood shutters that can be closed and locked after hours of operation.
- Construct a new restaurant building to the northeast of Spanish Village within the Zoo Leasehold. The architecture of this proposed building shall comply with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties (1995), Standards for Rehabilitation No. 9. Namely, it should be respectful of the Spanish Village architecture by relating to it in scale, detail, colors, and material; but it should not mimic the historic Spanish Village architecture. The architecture shall also follow the General Guidelines for Architecture (pages 211-212).

*The south entry of Spanish Village  
with a view of the Central building  
during construction in 1935.*

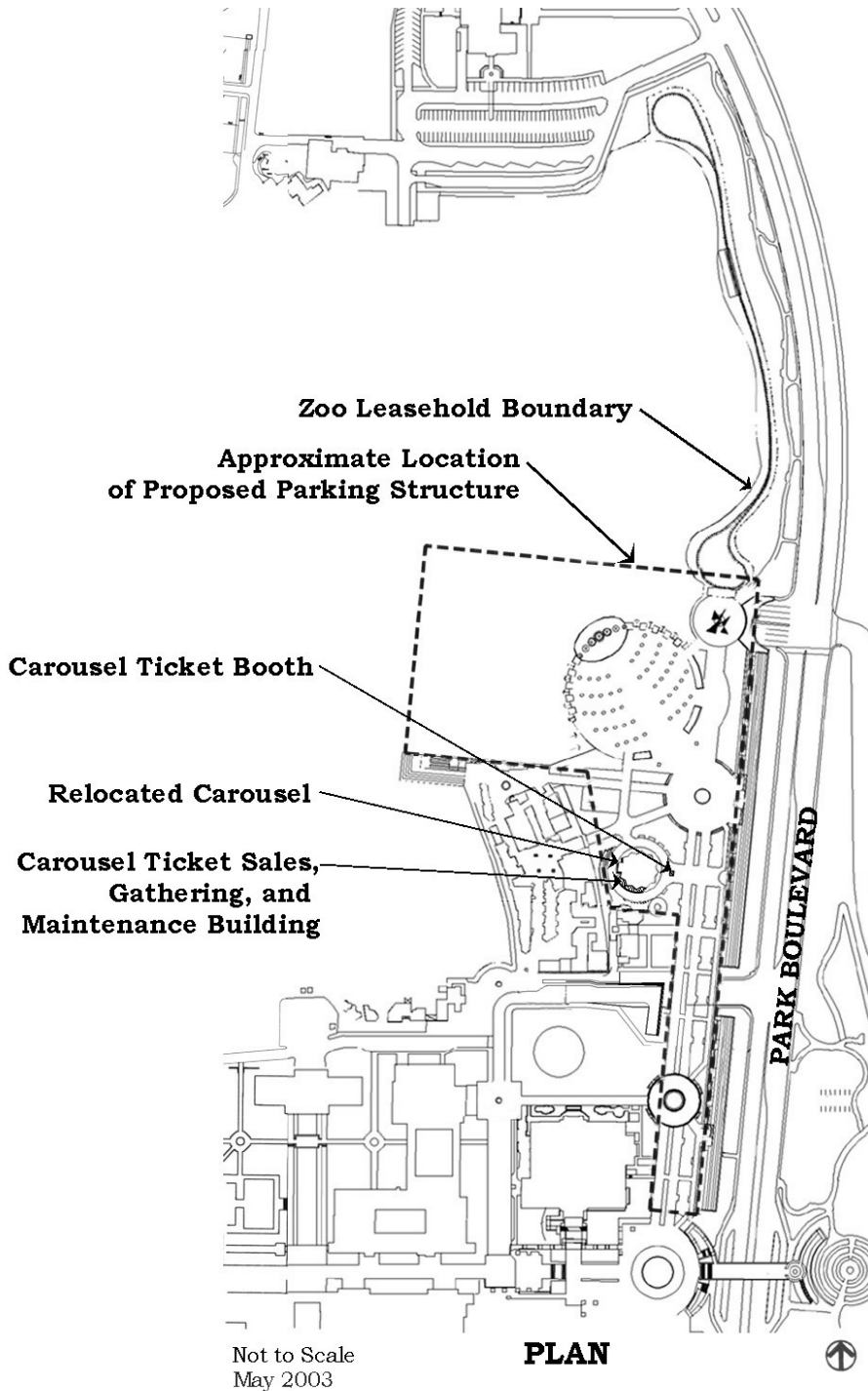




## 22. Carousel and Park Boulevard Promenade

### Design Objective:

Construct a below-grade parking garage that will accommodate approximately 4,800 cars and will provide space at the existing grade for the relocated carousel and new pedestrian promenade. Preserve and maintain the existing carousel structure according to the general architectural design guidelines.



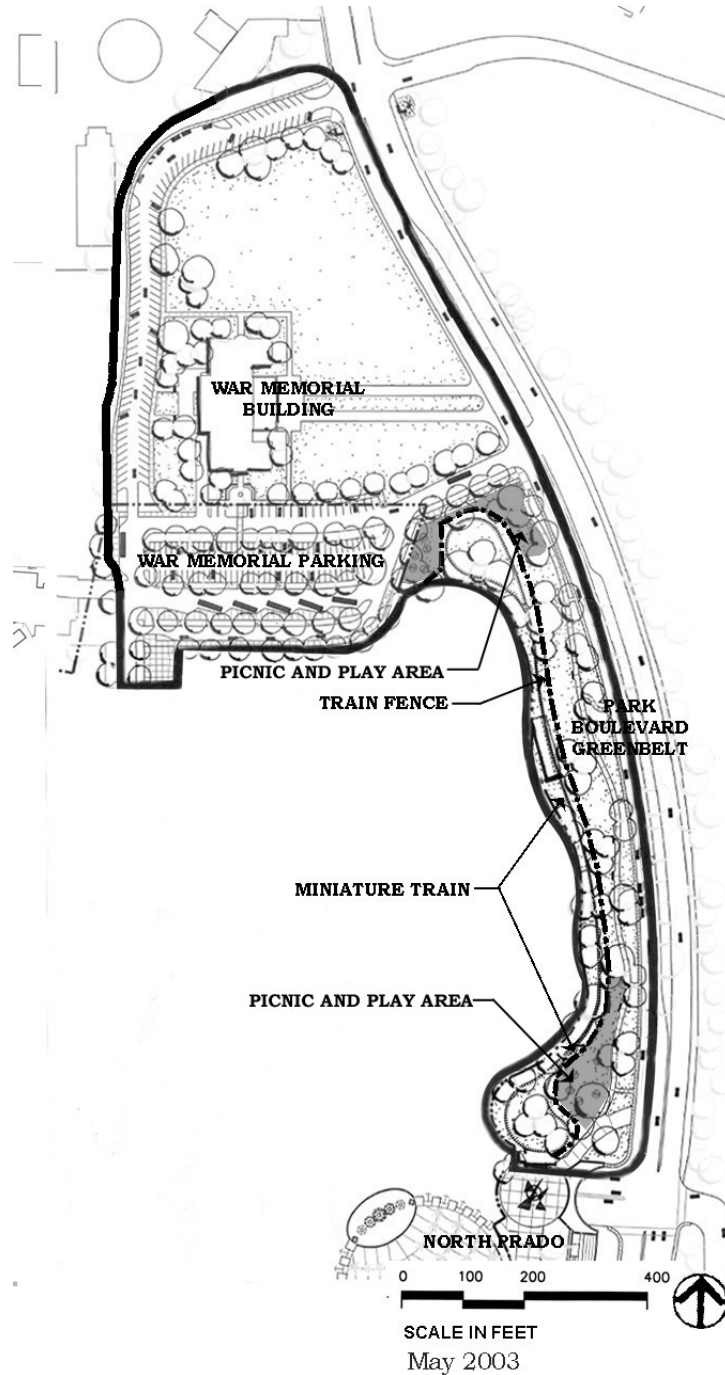


## Recommendations:

- **Parking Structure Guidelines**
  - Construct a multiple-use pedestrian plaza on the roof of the parking structure. The plaza will be at the same elevation as Spanish Village. Landscaping for the plaza should follow the recommendations and requirements listed in the Specific Recommendations section.
  - The eastern wall of the parking garage visible along Park Boulevard and the parking structure entrances along Park Boulevard should be subordinate to the surrounding landscape. Plant material and parkland should be the predominant visual element as one passes along Park Boulevard.
  - The overall form of the parking structure and parking structure entrances should be simple and complement the adjacent historical areas.
  - The architecture should follow both the General Design Guidelines for Architecture (pages 211-212 of the Central Mesa Precise Plan) and the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties (1995), Standards for Rehabilitation No. 9.
  - The parking structure architecture should include details that reinforce a human scale and reflect thoughtful detailing and a pride in craftsmanship. Standard "utilitarian" forms and elements will not be acceptable for the parking structure.
  - The scale, materials, colors and forms of all proposed improvements shall reflect the historical architecture throughout the park.
  
- **Parking Structure Entrances**
  - Construct two entrances to the parking structure from Park Boulevard at the existing Zoo Place and Village Place intersections.
  - As these entrances will be used and seen by many, care should be taken in their design to create a sense of arrival to the park for both pedestrians and people in vehicles.
  - Parking structure entrances should have the same scale, form, materials, colors, and forms used on the eastern wall of the parking structure.
  - Trees, shrubs and ground cover should be planted around the entrance to soften the structure's impact. Planting may also be incorporated into the structure's wall and hanging vines may be used from the promenade to cover the surface.
  - The architecture of the entrances should be simple and complement the adjacent historical areas. The architecture should follow both the General Design Guidelines for Architecture (pages 211-212) and the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties (1995), Standards for Rehabilitation No. 9.
  
- Relocate the carousel and airplane ride (approximately 300 feet from existing location) and provide access to the ticket booth and Carousel off of proposed pedestrian promenade. The relocation should observe the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties (1995).
  
- To buffer Spanish Village from the music and activity at the Carousel, orient the Carousel such that the music is directed away from Spanish Village and include a wall/seating area between the Carousel and Spanish Village. The new location will include a building area for inside ticket sales and gathering near the existing maintenance and storage room.
  
- Provide facilities for public restrooms, bike storage, and park information services. Public restrooms will be located at the Park Boulevard Promenade Visitor Center. Bike storage lockers will be located in the parking structure near the Village Place entrance (see page 379 and 381 for location). Park information will be provided through park maps/kiosks at key points along Park Boulevard Promenade (see page 381 for locations).



## War Memorial and Zoo Parking Lot Park Boulevard Greenbelt



### 23. *War Memorial Building*

#### *Design Objective:*

Preserve and maintain the existing structure according to the general architectural design guidelines.





### *Grounds Maintenance Buildings*

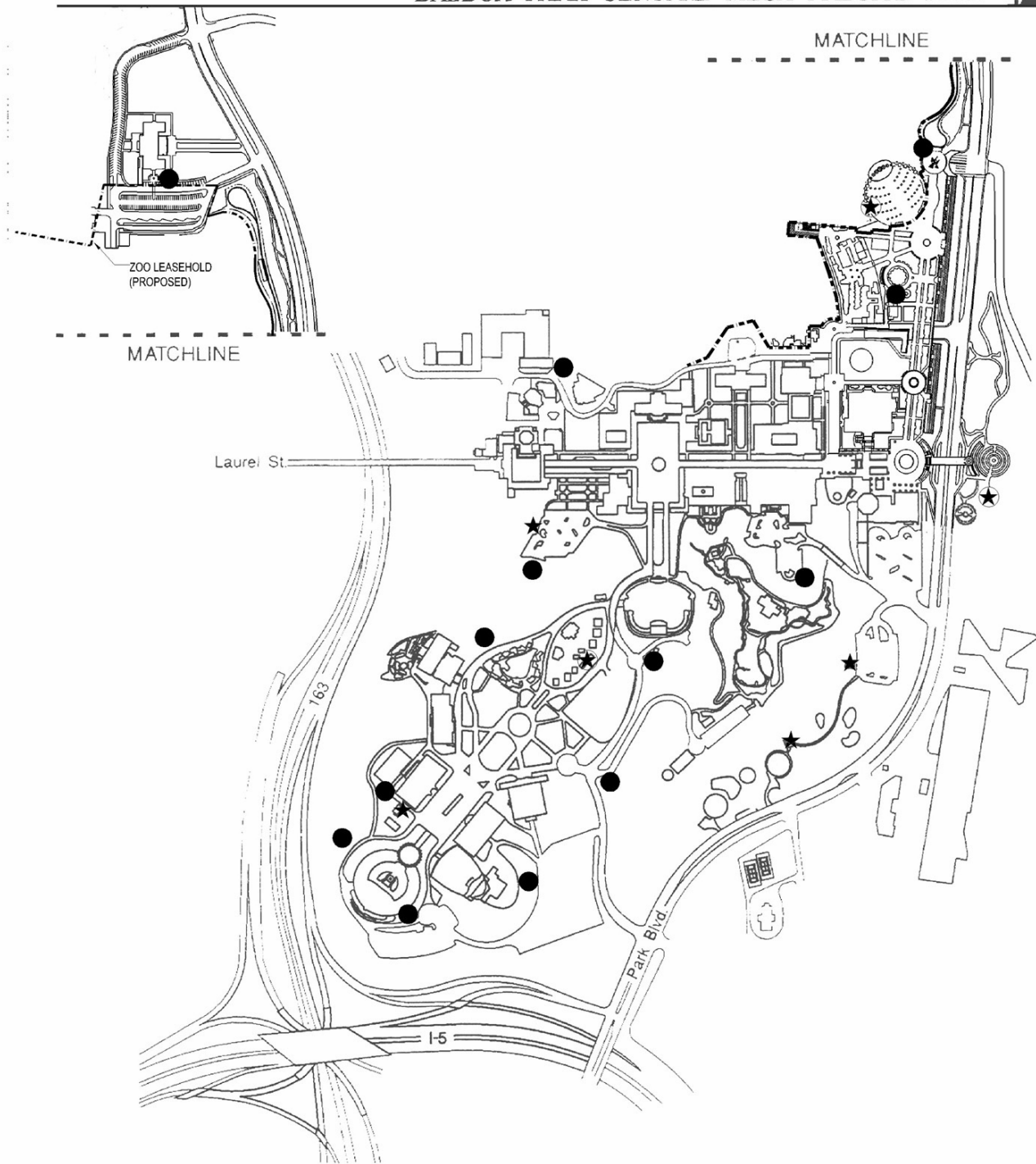
- Existing wooden ground maintenance storage sheds should be replaced with grounds maintenance storage buildings that are permanent and secure.
- Design of these structures should be small scale and subordinate to surrounding architecture, but should contain ornamentation and detailing that is consistent with existing design elements.
- Structures should be stucco and have hip roofs of red tile. They should be small scale representation of the structures located near Sefton Plaza at the intersection of Laurel Street and Balboa Drive.
- These structures should be located to ensure convenience, easy vehicular access and should be provided with plumbing, electrical service, and adequate ventilation. See Figure 44.

### *Freestanding Restrooms*

- Construct new freestanding restrooms in the locations shown in Figure 44.
- All existing and proposed freestanding restrooms should be constructed or remodeled to follow all building design guidelines and be consistent with design recommendations for accessory structures.
- Because of the high level of use anticipated in the future, all restrooms should be light, airy and provide extra space and amenities for activities such as changing clothes and caring for small children. Outside, Park information or interpretive material, telephones, and drinking fountains should be included. These extra amenities will encourage greater use by the public. A high level of maintenance and full nighttime illumination will promote safety and discourage vandalism.

### *Elevator and Escalator Structures*

- Three new escalator and elevator structures will provide access to the Park from the Park Boulevard Promenade Parking Structure: one to the north of Spanish Village, one between Zoo Drive and Village Place, and one to the east of the Natural History Museum.
- The design of these structures should be unobtrusive and subordinate to surrounding architecture and landscape; a simple, non-stylized design that relates to existing architecture but does not mimic it is desired.
- The design should comply with U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties (1995), Standards for Rehabilitation No. 9 and follow the General Guidelines for Architecture (pages 211-212).



**Proposed Auxiliary Buildings**

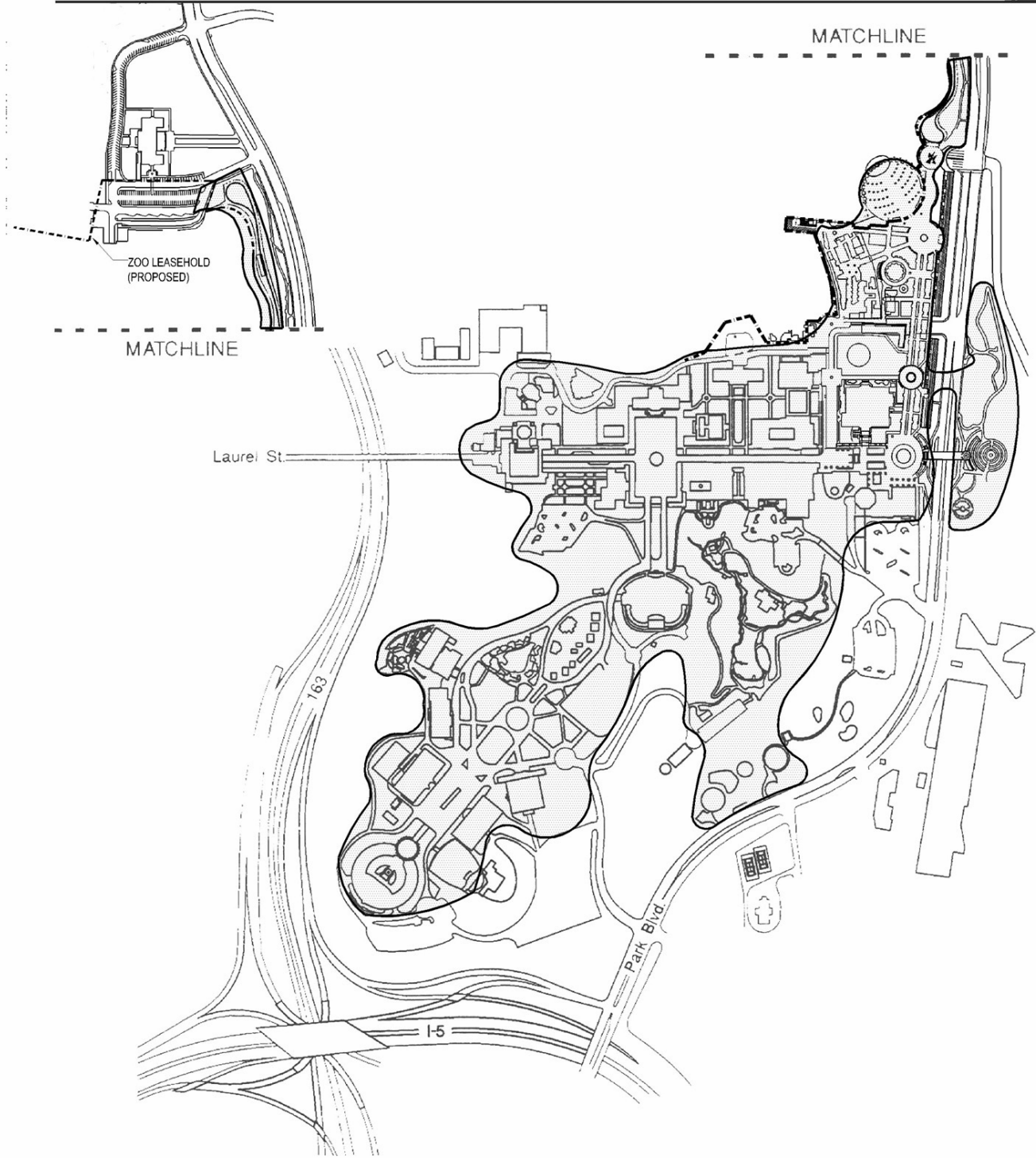
- ★ Existing Buildings Needing Full Upgrade
- ★ New or Relocated Historical Restroom Buildings
- New Grounds Maintenance Buildings

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Figure  
**44**



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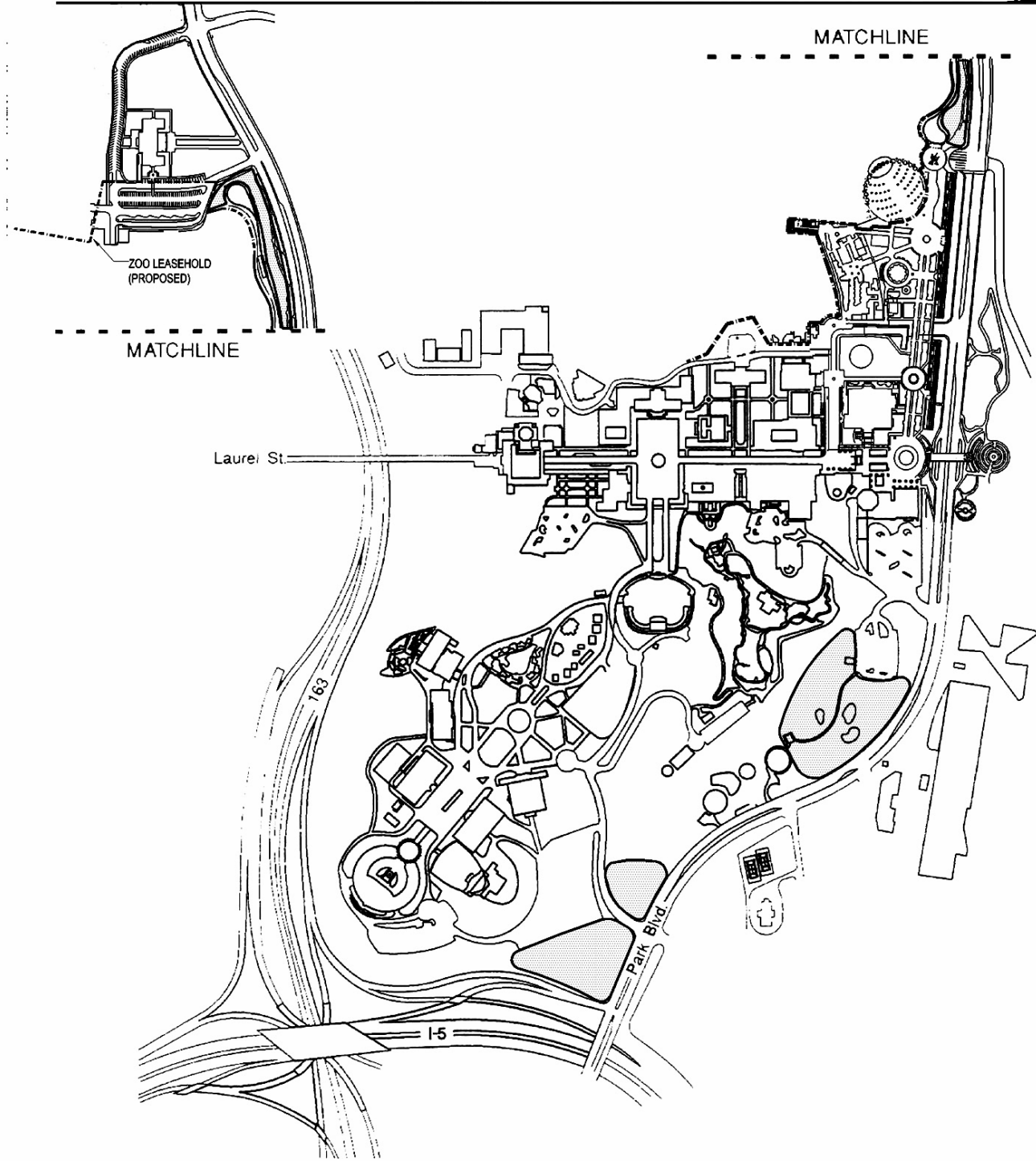
**Proposed Multiple Use and  
Outdoor Attraction Areas**

13 June 1991  
revised May 2003

Figure  
**45**



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**Proposed Picnic and Open Play Areas**

13 June 1991  
revised May 2003

Figure  
**46**



**ESTRADA** Land Planning

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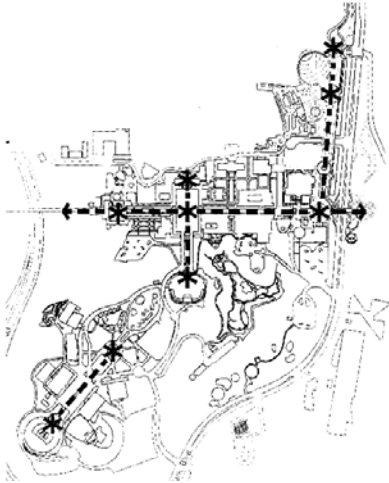
## BALBOA PARK • CENTRAL MESA PRECISE PLAN

### *Precise Plan - Landscape*

- The Mall from the Museum of Art to the Organ Pavilion.
- The Palisades from Palisades Plaza to the Aerospace Museum
- Proposed Park Boulevard Promenade from Plaza de Balboa north to Greenbelt and Miniature Train
- Proposed pedestrian bridge extension of the Prado from Plaza de Balboa to Rose Garden.

Minor view corridors include:

- The Lily Pond from the Prado to the Botanical Building.
- South Village Promenade from the Prado to Spanish Village Plaza.
- Botanical Building fountain walkway from Village Place to the Museum of Art.
- ~~— The North Village Promenade from the Zoo entry plaza to Spanish Village.~~
- The east/west walkway from the Junior Theater to the Park Boulevard ~~transit stop.~~ Promenade.



### **Major View Corridors and Focal Points (Proposed)**

### **Minor View Corridors and Focal Points**

- Pedestrian viewpoints to views outside the Park should be preserved or established. These viewpoints include:
  - Plaza de Balboa, looking east with a view to the mountains, the East Mesa and the Rose Garden.
  - The Organ Pavilion Parking structure Plaza, looking south to west with a view to the ocean and city skyline.
  -



- Landscape planting should be designed to conserve water as much as possible.

Lawns that serve a primarily decorative function in small areas such as a street median planting should be phased out and replaced with drought tolerant low shrubs or groundcover. Larger areas of lawn that contribute visually or functionally to the park experience should be retained.

Ornamental plantings with high water requirements should be located in high visual impact areas such as major plazas, promenades, and formal gardens.

- Plants with similar water requirements should be grouped together.
  - Exotic plants that have relatively low water requirements should be used as much as possible. For example, Giant Bird of Paradise would be preferable to Banana species because of its similar appearance and lower water requirements.
  - Installation of small planting beds surrounded by large paved areas should be discouraged.
- Existing landscape character and historic landscape themes should continue despite periodic drought conditions.

A public park is traditionally a place where people can go to experience a landscape that they cannot afford to individually possess. The Central Mesa is a botanical resource with a long history of displaying to residents and visitors alike the best outdoor environment San Diego has to offer. Even when regional drought conditions occur, Balboa Park should continue to serve as a botanical oasis whose wide lawns and exotic flora can refresh, educate and inspire those who visit. Areas of priority water use in the Central Mesa are shown in Figure 48.

- Existing significant plants and trees should be protected and well cared for. Significant plants and trees which must be moved should be relocated to other Central Mesa Locations with similar superior growing conditions. They should be moved during the winter months to help insure their survival.

Mature vegetation within the affected area needs to be preserved, to the greatest extent possible. If preservation is not possible, replacement should occur per the U.S. Secretary of Interior Standards (same species, or similar form and character species).

The significant plants and trees identified for relocation during the Precise Plan process are listed in the following table. The number preceding the name is the location number as shown in Figure 49. This number also appears in the Plant Inventory List located in the Landscape Analysis section. The number following the name is the documented quantity of trees to be relocated.

Plants to be relocated:

#7      Alectryon excelsus                      (8)

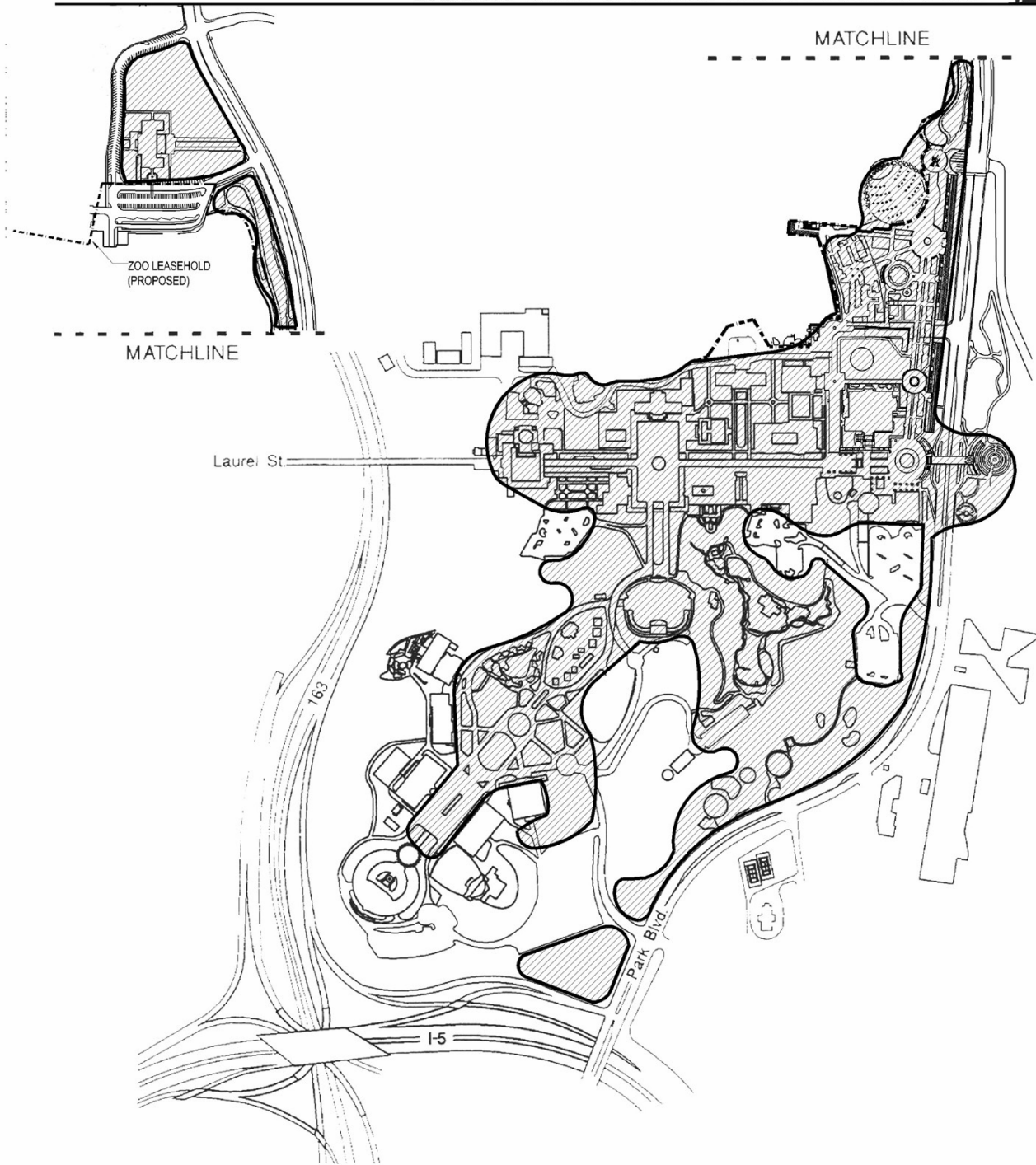


·BALBOA PARK·CENTRAL MESA PRECISE PLAN

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*Precise Plan - Landscape*

#20	Brahea brandegeei Brahea Hybrid	(7)
#42	Erythrina caffra Kaffirbloom Coral Tree	(1)
#55	Ficus benjamina Weeping Chinese Banyan	(3)
#61	Ficus nekbudu Zulu Fig	(2) (1) (1)
#71	Geijera parviflora Australian Willow	(1) (3)
#108	Pinus pinea Italian Stone Pine	(1)
#109	Pinus torreyana Torrey Pine	(1)
#120	Quercus agrifolia Live Oak	(25)
#121	Quercus ilex Holly Oak	(1)
#123	Sabal palmetto Cabbage palm	(5)



**Proposed Priority Water Use Areas**

13 June 1991  
revised May 2003

Figure  
**48**



**ESTRADA** Land Planning

THIRD DRAFT





- Landscape planting areas will be divided into three general areas of emphasis.

- **Botanical Emphasis Areas** (see Figure 50)

Plant materials generally should be arranged formally in major plazas and promenades. They should be arranged informally in other areas such as lawns, canyons, and parking lots.

Plant materials that possess the following characteristics should be included in these areas.

- Exotic plant species that take full advantage of San Diego's mild climate.
- A lush, tropical appearance.
- Plants that are particularly associated with San Diego or were popularized because of their appearance in the 1915 Exposition.

The Park Boulevard Promenade is in the Botanical Emphasis Area, but plants for this area should be selected with care because of the parking structure below. Factors to take in consideration when choosing on-structure plants include: amount of leaf and fruit drop, reaction to acid/alkaline soils, root hardiness, and root growth characteristics. Despite these constraints, the overall impact of the planting on the Park Boulevard Promenade should be a lush, tropical appearance as found in the rest of the Botanical Emphasis areas. Planting should include large, mature-canopy trees, palm trees, accent shrubs, and annual flowers. More detailed information on the planting on Park Boulevard Promenade is included in the Specific Recommendations section.

Representative species for this area:

Trees [underlined in original]

Phoenix reclinata – Senegalese Date Palm\*

Brahea brandegeei – San Jose Hesper Palm

Arecastrum romansoffianum – Queen Palm\*

Archontophoenix cunninghanniana – King Palm\*

Erythrina 'skyesii' – Skyes' Coral Tree

Alectryon excelsum – Alectryon\*

Eucalyptus degulpta – Mindinao Gum

Livistona decipiens – Ribbon Fan Palm\*

Bischofia javanica – Toog Tree

Ficus micocarpa – Indian Laurel Fig

Ficus macrophylla – Moreton Bay Fig

Chorisa speciosa – Floss Silk Tree

Stenocarpus sinuatus – Firewheel Tree\*

Brahea edulis – Guadalupe Fan Palm

Dombeya cacuminum – Dombeya

Neodypsis decaryi – Triangle Palm\*

Markhamia hildebrandtii – Markhamia\*



Shrubs [underlined in original]

Bauhinia punctata – Red Bauhinia\*  
Hedychium gardneranum – Kahili Ginger  
Strelitzia nicolai – Giant Bird of Paradise\*  
Acanthus mollis – Bear’s Breech\*  
Dracaena draco – Dragon Tree\*  
Pelargonium peltatum – Geranium\*  
Aucuba japonica – Japanese Acuba\*  
Tetrapanax papyferus – Rice Paper Tree  
Hibiscus rosa-sinensis - Hibiscus  
Cycas revoluta – Sago Palm\*  
Griselinia lucida – Griselina\*  
Pittosporum crassifolia – Dwarf Karo\*  
Strelitzia reginae – Bird of Paradise\*  
Howea forsterana – Paradise Palm  
Calliandra haematocephala – Pink Powder Puff  
Rhapis humilis – Rattan Palm  
Ternstroemia gymnanthera - Ternstroemia

Dietes vegeta – Fortnight Lily\*

Lanata camara – Lantana\*

Vines [underlined in original]

Bougainvillea ‘San Diego Red’ – Bougainvillea  
Combretum fruticosum – Combretum  
Passiflora jamesonii – Passion Vine  
Pyrostegia venusta – Flame Vine

Groundcover [underlined in original]

Vinca minor – Dwarf Periwinkle\*  
Liriope muscari – Big Blue Lily Turf\*

Lantana montevidensis – Trailing Lantana\*

Myoporum parvifolium – Prostrate Myoporum\*

Cistus salviifolius – Rockrose\*

Vinca major - Periwinkle

\*plants suggested for on-structure planting

- **Functional Planting Areas** (see Figure 51) – This category includes picnic, play, parking and buffer areas. Planting in these areas should possess the following features and characteristics:

Open lawn areas interspersed with large shade trees.

Parking areas with flowering accent and canopy trees that provide shade and harmonize with planting in surrounding areas.

Slopes planted with drought tolerant ornamental trees and groundcover.



Representative species for this area:

Trees [underlined in original]

Eucalyptus ficifolia – Red-Flowering Gum  
Eucalyptus citriodora – Lemon Scented Gum  
Brachychiton acerfolius – Australian Flame Tree  
Cassia leptophylla – Gold medallion Tree  
Schinus terebinthifolius – Brazilian Pepper Tree  
Tristania conferta – Brisbane Box  
Podocarpus gracilior – Fern Pine  
Erythrina coralloides – Mexican Coral Tree  
Eucalyptus torquata – Coral Gum

Shrubs [underlined in original]

Lantana camara – Lantana  
Kniphofia uvaria – Red Hot Poker  
Echium fastuosum – Pride of Maderira  
Xylosma congestum – Shiny Xylosma  
Elaeagnus pungens – Silverberry  
Dietes vegetata – African Iris  
Acacia ongerup – Prostrate Acacia  
Limonium perezii – Sea Lavender

Groundcover [underlined in original]

Cistus salviifolius – Sageleaf Rockrose  
Lantana montevidensis – Purple Trailing Lantana  
Myoporum parvifolium – Prostrate Myoporum

- **Naturalized Areas** (see Figure 52) – This category consists mostly of slopes planted with eucalyptus and other drought tolerant trees and shrubs.

These areas will be part of the Balboa Park reforestation program conducted by the Park horticulturist. The existing visual character of the areas should be retained by replanting Eucalyptus species that resemble the existing trees but have deeper root systems and less brittle branches.

Representative species for this area:

Trees [underlined in original]

Pinus torreyana – Torrey Pine  
Eucalyptus melliodora – Honey Scented Gum  
Eucalyptus calophylla – N.C.N.  
Eucalyptis cladocalyx – Sugar Gum  
Plantanus racemosa – California Sycamore  
Quercus agrifolia – Coast Live Oak  
Acacia melanoxylon – Black Acacia  
Leptospermum laevigatum – Australian Tea Tree



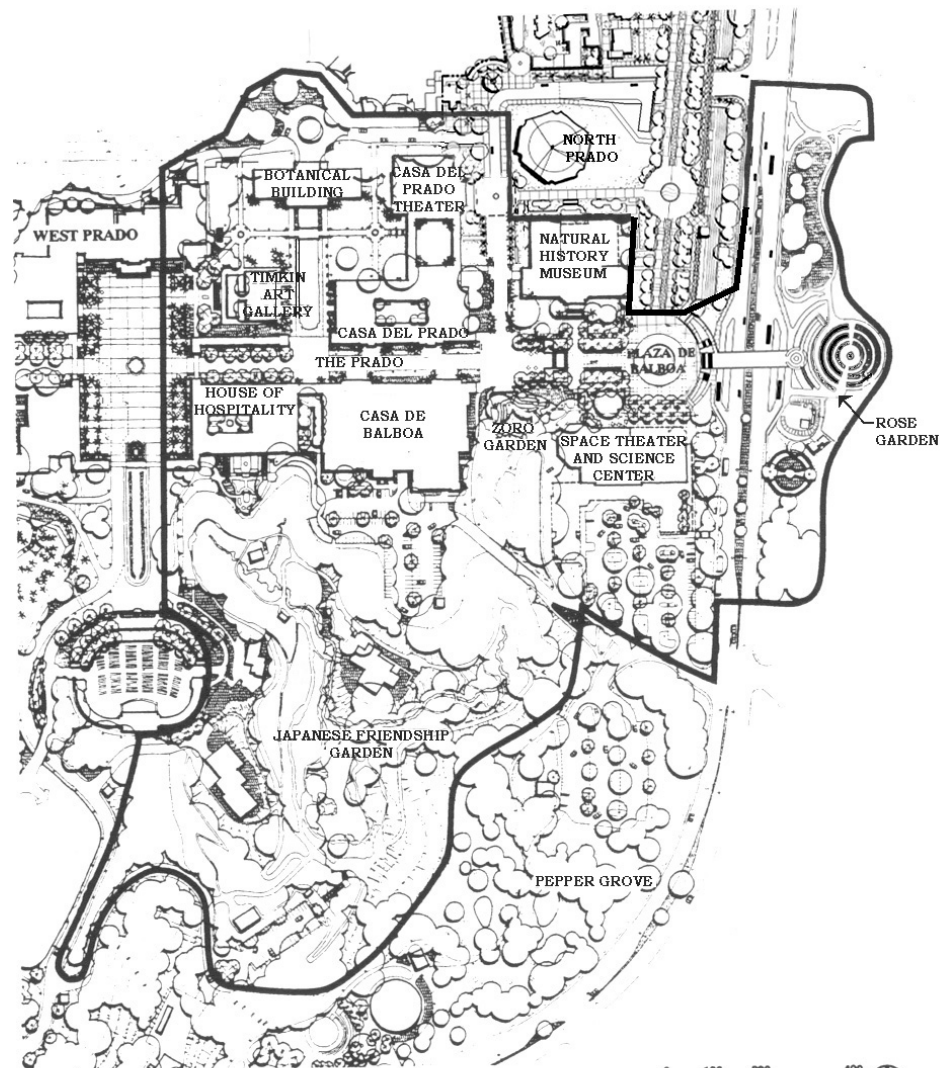
*Precise Plan - Landscape*

Shrubs [underlined in original]

- Heteromeles arbutifolia – Toyon
- Prunus lyonii – Catalina Cherry
- Ribes viburnifolium – Evergreen Currant
- Rhus integrefolia – Lemonade Berry
- Sambucus mexicana – Mexican Elderberry
- Encelia californica – Coast Sunflower
- Eriogonum fasciculatum – Wild Buckwheat
- Diplacus Puniceus – Monkey Flower
- Artemesia – Sage
- Salvia spp. – Sage
- Romneya couteri – Matilija Poppy
- Acacia spp. – Acacia
- Rhus laurina – Laurel Sumac



## East Prado



revised May 2003



### Site Amenities:

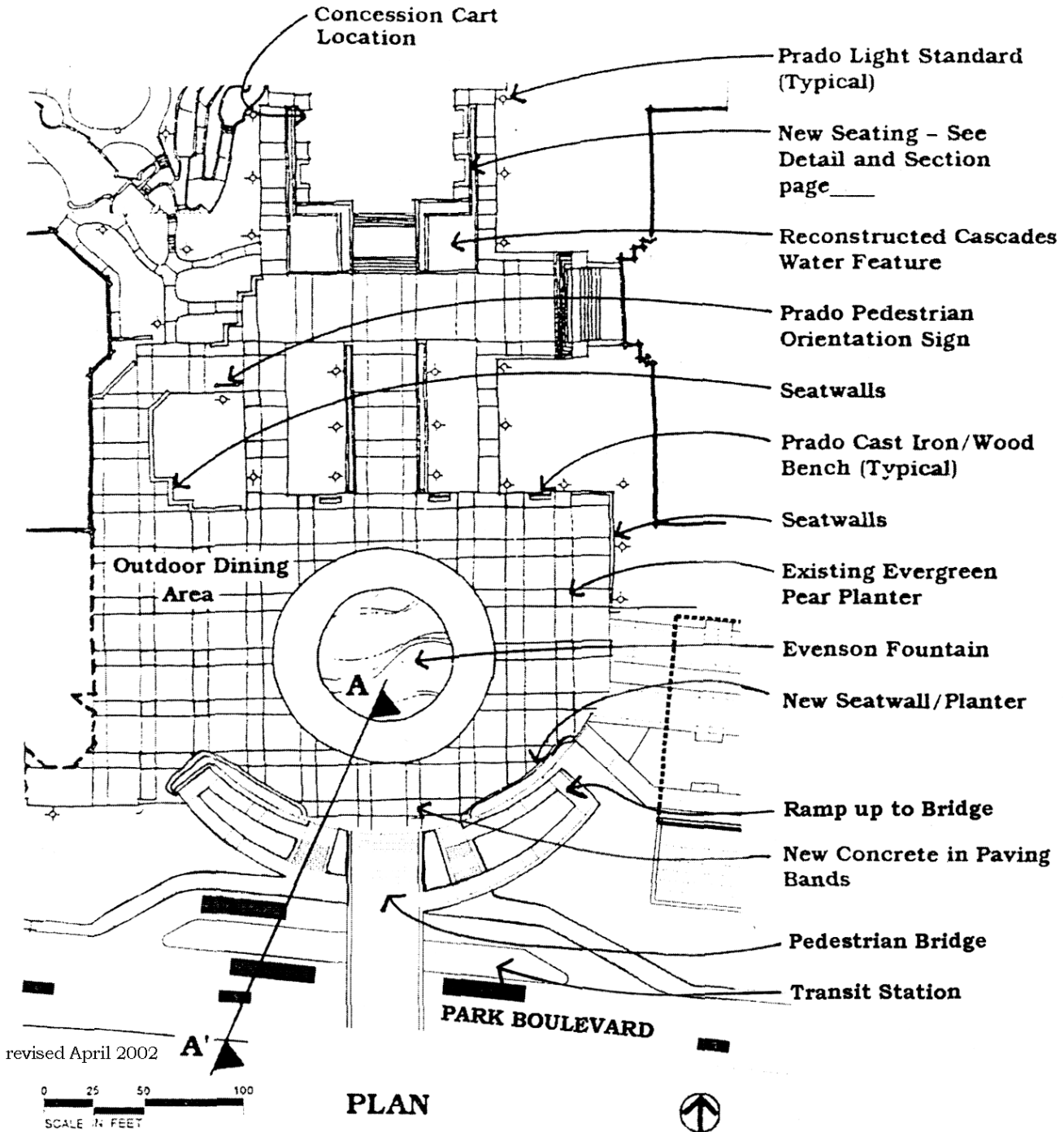
- Prado Light Standard: Western Lighting Standards Capistrano Series CA10 (or equal). Custom fixture as shown in Appendix. Color shall be Frazee Shutter Green 6125N gloss enamel.
- Prado Drinking Fountain: Western Lighting Standards Capistrano series mini base as shown in Appendix (or equal). Color to match light standards.
- Prado Cast Iron/Wood Bench: TimberForm Site Complements model numbers 2118-x and 2119-x (or equal) with cast iron supports and patterned wood slats. Bench depth is 2'-2.5" and height is 2'-9.5". Seat height is 1'-5" with surface mounting and wood size 1.5" x 2.5". Length to be determined. Finish to be powder coating color RAL 6009. See Appendix.

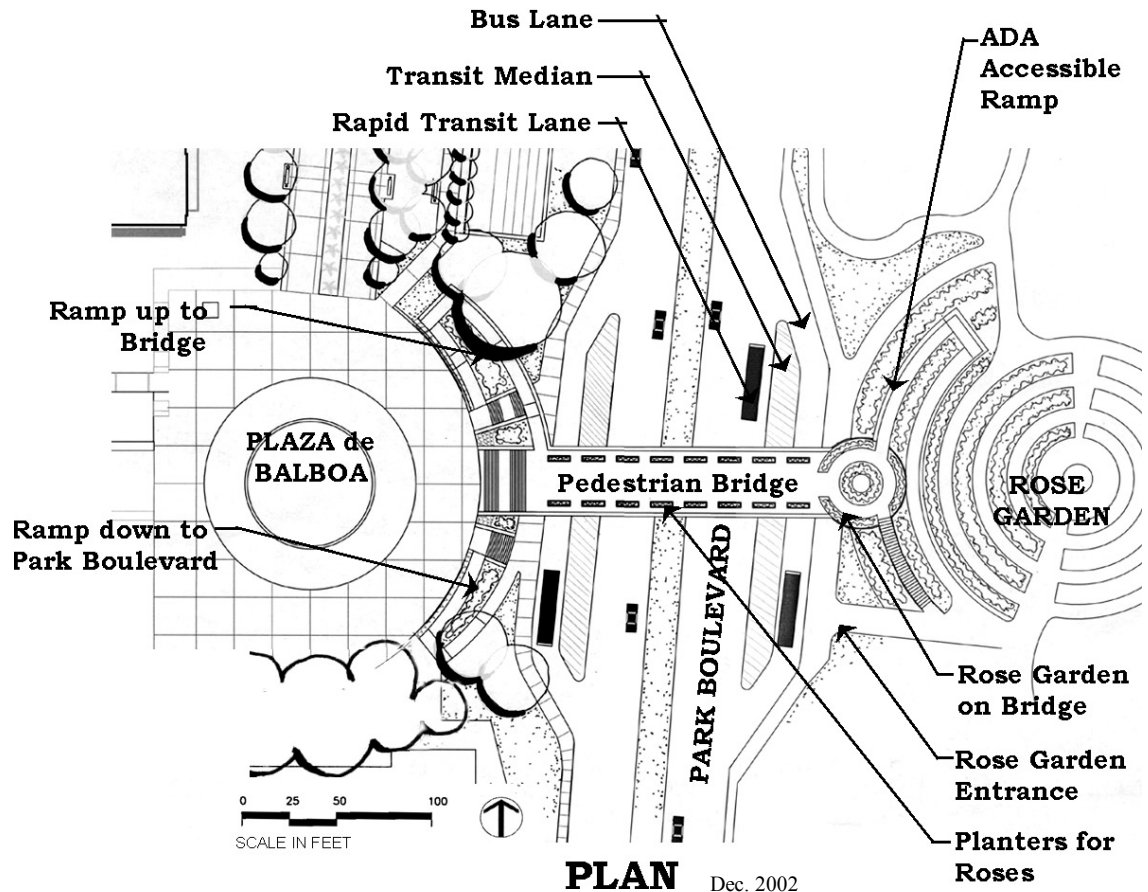


## 8. Plaza de Balboa

### *Design Objective:*

Enhance Plaza de Balboa to serve the future needs of Park visitors. Create a pedestrian bridge that will connect Plaza de Balboa with the Rose Garden and provide enhanced views of the Rose Garden and mountains to the east. Integrate the design of the new pedestrian bridge with a public transit station on Park Boulevard.





**Recommendations:**

- Create an east entry from Park Boulevard by providing dual stairways that will connect the Plaza with a pedestrian drop off lane at Park Boulevard. Connect the Plaza to the Rose Garden with a new pedestrian bridge.

The bridge will be on-axis with the Prado and shall relate in scale and style to the Prado. The design of the pedestrian bridge shall be consistent with the adjacent Historic District (the Prado) and observe the U.S. Secretary of the Interior’s Standards for the Treatment of Historic Properties (1995).

The pedestrian bridge should serve several functions. It will serve as a gateway signaling arrival to the core of Balboa Park. It will provide a pedestrian connection between the Prado and the Rose Garden and between the Prado and Park Boulevard. And, finally, it will be the location for a future transit station. The design should address all these functional issues as well as being a positive aesthetic addition to the Park as a whole. The experience of pedestrians, transit users, bicyclists, the disabled, and drivers need to be carefully considered in the design of the bridge.

**Gateway Element**

The elevation of the bridge as seen while traveling along Park Boulevard shall serve as a gateway to the park.

- The elements and detailing of the façade shall imply arrival at Balboa Park but not necessarily imitate the historic architecture found throughout the park.



- The façade shall contain architectural forms that provide visual interest and create a unique character to the bridge, while not appearing too massive nor dominating the Park Boulevard streetscape.
- The façade design should be inspired by the design themes of the 1915 Exposition, including: grand design at a human scale, awareness of axial symmetry and focal points, and thoughtful detailing and pride in craftsmanship.

### **Pedestrian Bridge Element**

- Pedestrian access to the bridge shall consist of staircases and ADA-accessible ramps on both sides of Park Boulevard. The pedestrian bridge location will enhance views of the mountains and Rose Garden to the east.
- The railing and hardscape detailing shall match the materials and finishes specified along the façade and walkway portions of the pedestrian bridge.
- The end of the bridge adjacent to the Rose Garden shall have a viewing plaza with ample seating for enjoyment of the spectacular views to the east.
- The circular access ramps shall honor the existing forms of the Rose Garden and the wide stairway configuration shall be utilized to accentuate the axial view corridor from the pedestrian bridge toward the Prado to the west.
- Paving along the pathway shall compliment the surrounding architecture and provide a pedestrian scale and feel to the bridge.
- The raised planter beds along each side of the pathway shall also be made of materials and finishes that reflect and compliment surrounding structures.
- The area lighting and railing details for the pedestrian bridge shall compliment the design for the new Park Boulevard pedestrian promenade. The lighting and paving shall be of the same type as found on the Prado.
- The scale, materials, colors and forms of all proposed improvements shall reflect the historical detailing of these elements throughout the park. Standard “utilitarian” forms and elements will not be acceptable for this bridge.

### **Rose Garden Element**

- Any roses that will be impacted by the renovations to the Rose Garden shall be relocated to raised planting areas along the ramps and bridge as shown on the plan. No net area of the Rose Garden should be lost with the redesign of the garden to accommodate the pedestrian bridge.
- The planters along the bridge shall have a formal alignment to accentuate the linear vistas both east and west.
- The final design of the bridge shall serve as an extension of the primary Rose Garden by responding to its circular form, providing a viewing platform and adding stepped planters for additional rose displays.

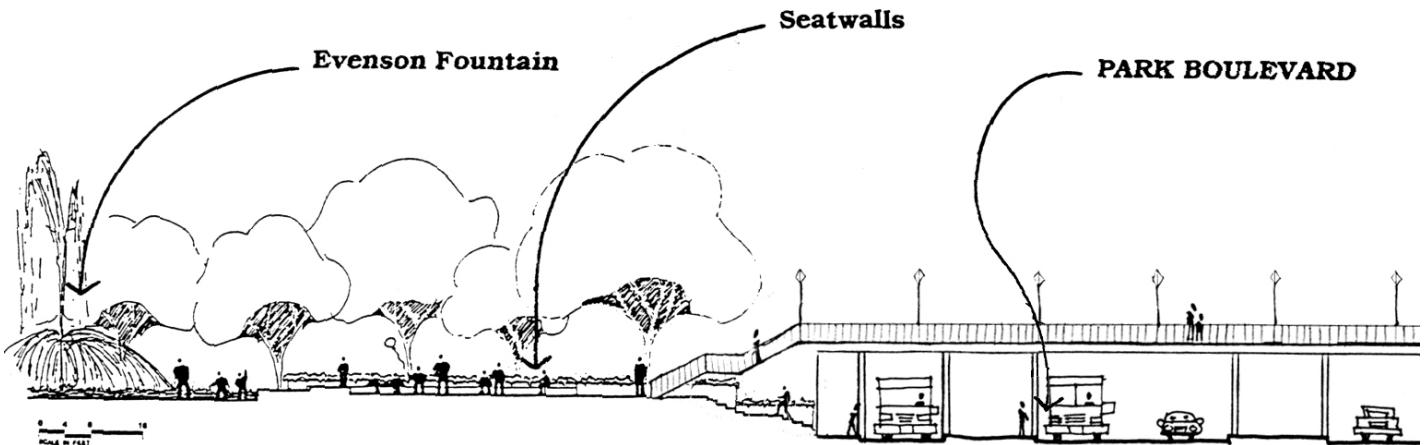




**Transit Station Element**

- The overall design will be compatible with future transit station plans and will provide a minimum vertical clearance of 15' for vehicles traveling along Park Boulevard.
  - The transit area shall consist of the same detailing from the façade of the bridge and shall compliment the design elements found in the pedestrian walkway overhead.
  - The area shall be open and well-lit to provide an inviting space for pedestrian traffic and to maximize safety.
  - Ample signage and seating will be provided for convenience and comfort.
- Preserve the existing pump mechanism for the Evenson Fountain.
  - Provide low seat walls in front of the existing raised planters on the east side of the Evenson Fountain.
  - Repair and refurbish the Cascades water feature.
  - Redesign seating and planting areas in the southwestern portion of the plaza near the Space Theater.
  - Provide movable tables and chairs for outdoor dining near the Space Theater's food service area.
  - Replace decorative bands with textured colored concrete to complement surrounding architecture.

Plaza Tree: *Pyrus kawakamii* – Evergreen Pear

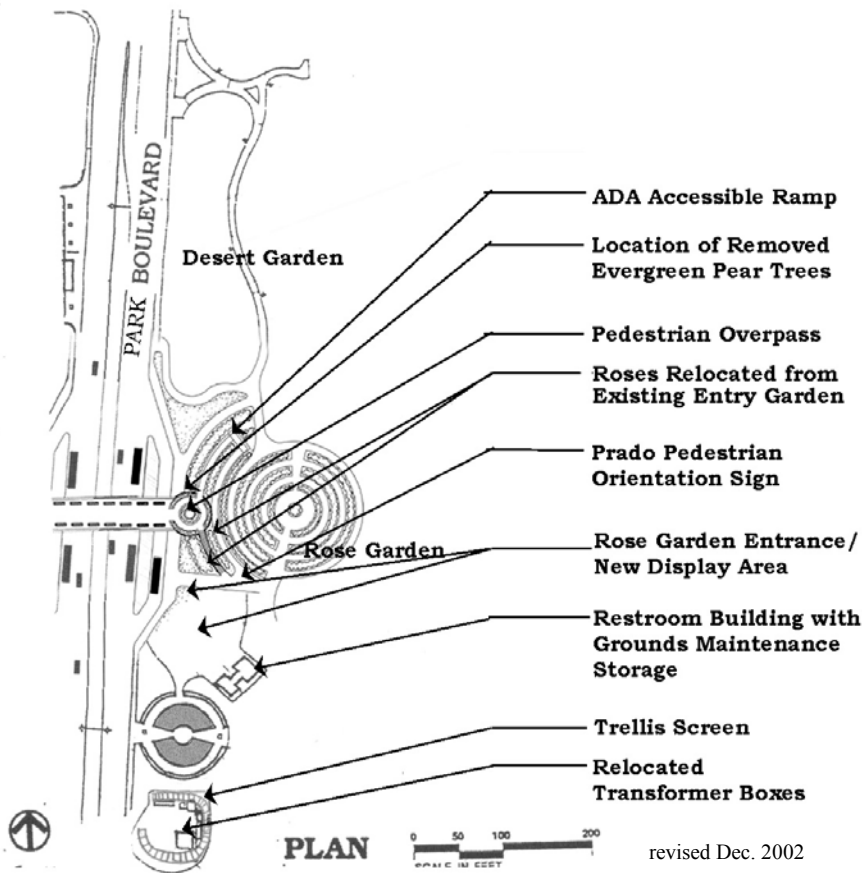


**SECTION A-A'**

*9. Rose and Desert Gardens*

*Design Objective:*

Construct the final phases of the rose garden, screen unsightly views and provide lighting and restroom facilities.



*Recommendations:*

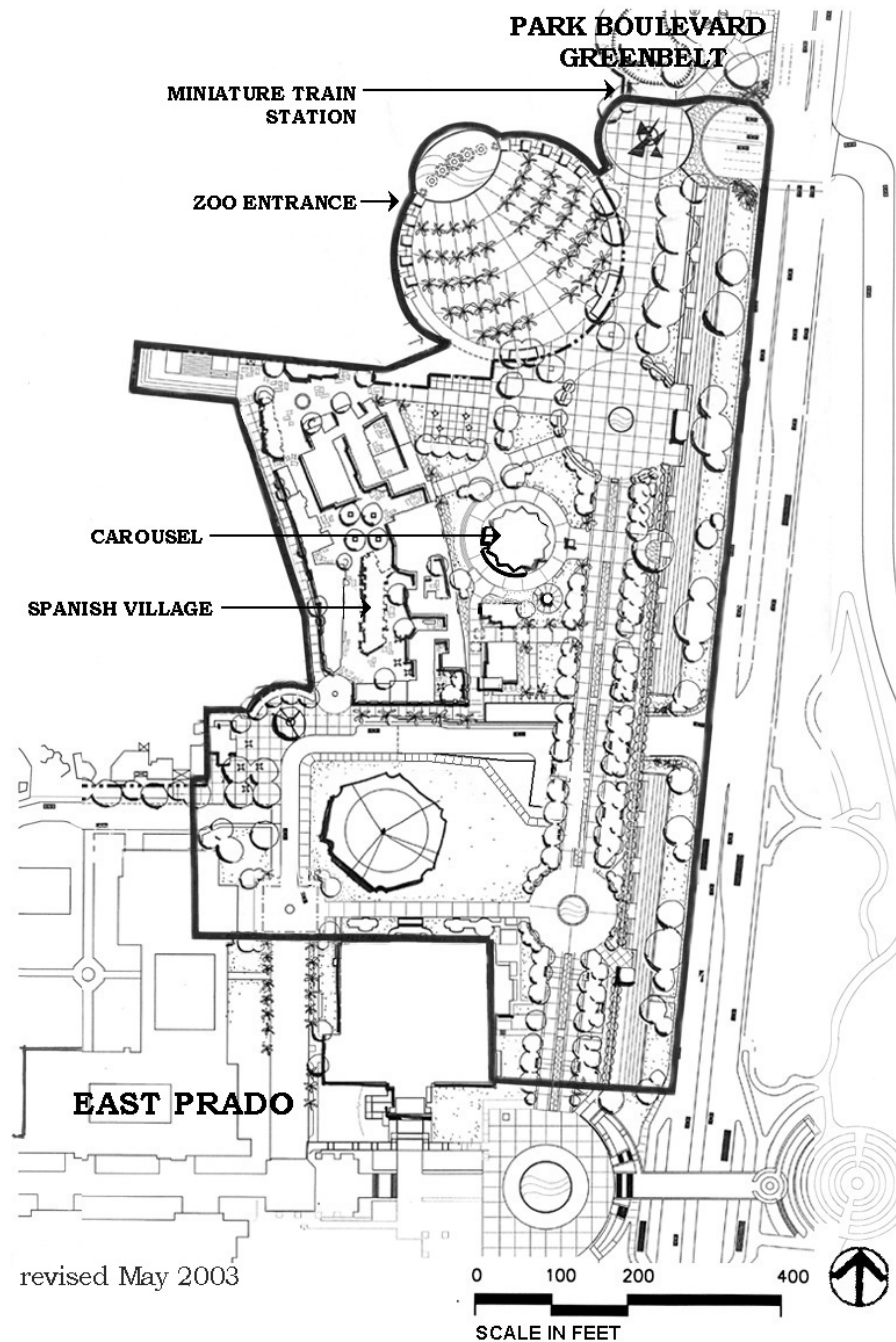
- Complete construction of the existing phase 2 plan for the rose garden.
- Add Prado lighting as shown.
- Screen unsightly views of electrical transformer boxes with wooden screens and trellises in cooperation with SDG&E.
- Provide a freestanding restroom building that contains a maintenance storage room.
- Remove the existing Evergreen Pear trees that block distant views from Plaza de Balboa.
- Extend the existing rose garden to include planting on the proposed pedestrian bridge.
- Refurbish planting and interpretive signage in desert garden where needed.
- Replace the small entry garden adjacent to Park Boulevard with the proposed pedestrian bridge, establishing a direct connection to the Prado and providing enhanced views of the primary rose garden.
- Relocate the existing transformer boxes to the south of the rose garden. Use the space for a new entry to the rose garden.
- Relocate the roses from the entry garden to raised planting areas along the ramps and bridge as shown on plan. No net area of the rose garden should be lost with the redesign of the garden to accommodate the bridge.
- Create the ADA accessible ramp and pedestrian bridge as an extension of the primary rose garden, responding to its circular form, providing a viewing platform, and adding stepped planters for rose displays.



Japanese Friendship Garden – [stays the same –change pg#]



## North Prado



### Site Amenities:

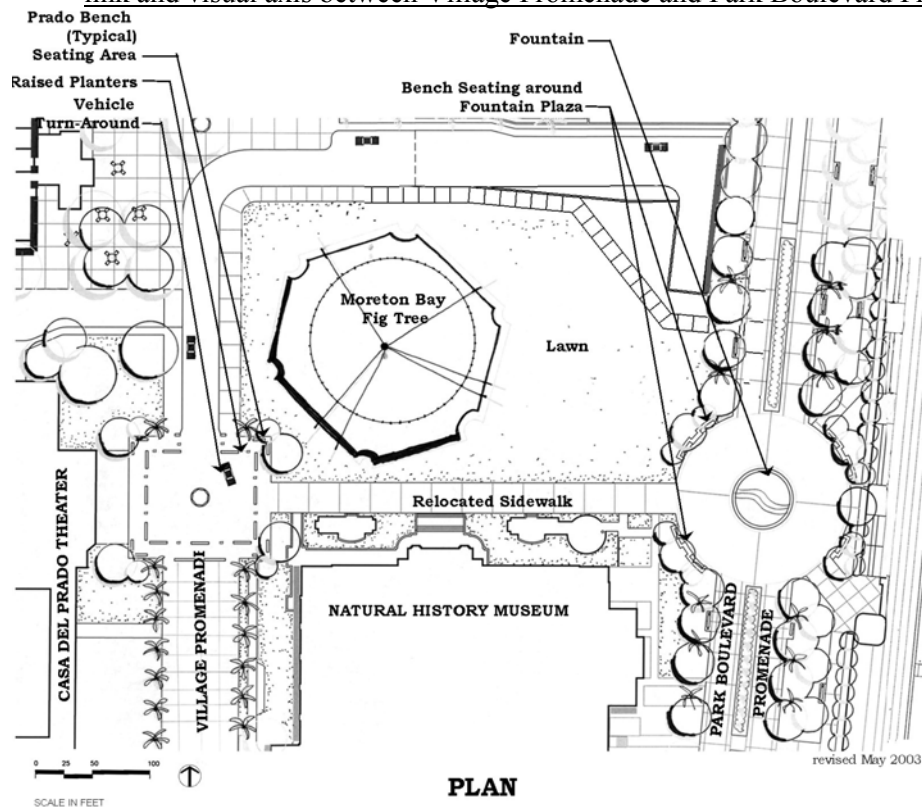
- Prado Light Standard: Western Lighting Standards Capistrano Series CA10 (or equal). Custom Fixture as shown in Appendix. Color shall be Frazee Shutter Green 6125N gloss enamel.
- Prado Drinking Fountain: Western Lighting Standards Capistrano series mini base as shown in Appendix (or equal). Color to match light standards.



## 1. Village Promenade/Park Boulevard Promenade Pedestrian Link

### Design Objective:

Emphasize the entry experience to the North Prado for the pedestrian arriving on public transportation from Park Boulevard. Create a pedestrian link and visual axis between Village Promenade and Park Boulevard Promenade.



PLAN

### Recommendations:

- Replace the existing sidewalk from the Natural History Museum parking lot to the Casa de Balboa Theater with a new walkway on axis with the entry to the Theater. This walkway will connect the Theater entry plaza with the ~~transit stop on Park Boulevard~~ Park Boulevard Promenade.
- Create a Theater entry plaza that includes a vehicle drop-off and turn-around. The plaza shall be rectangular in shape and of decorative paving in the same type as used on the Prado. Use seating, lighting, paving, and other vertical elements to reinforce the rectangular shape of the plaza. In order to provide enough room for pedestrians, vehicles should be confined to a turn-around area with bollards and planters. This vehicular area should read as being subordinate to the overall rectangular plaza.
- Construct the walk of type C concrete. The color should complement surrounding architecture.
- Extend the concrete paving through the Natural History Museum parking lot and flank the walkways with landscaped planters when it intersects parking rows. Develop a Fountain Plaza along Park Boulevard Promenade on axis with the walkway to the Casa del Prado Theater.
- Include a seating areas ~~across from~~ adjacent to the Casa del Prado Theater entry plaza and around the Fountain Plaza as shown on plan.



## *2. Natural History Museum Parking Lot*

### *Design Objective:*

Add disabled parking, a pedestrian walkway and trees to the parking lot.

[graphic]

### *Recommendations:*

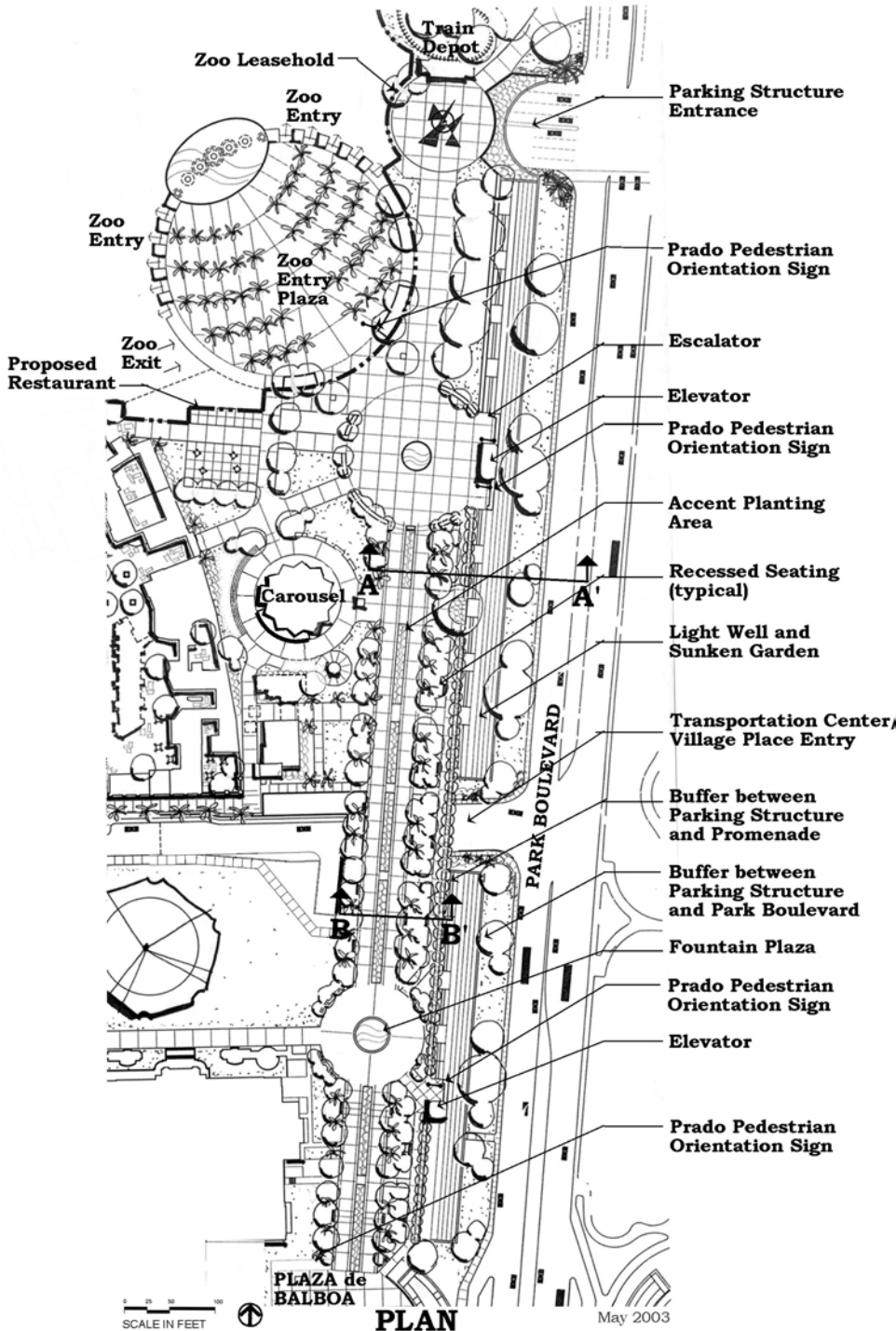
- Add planting that harmonizes with surrounding existing vegetation.
- Incorporate trees in this area such as the following:  
Parking lot tree: Podocarpus gracilior — Fern Pine

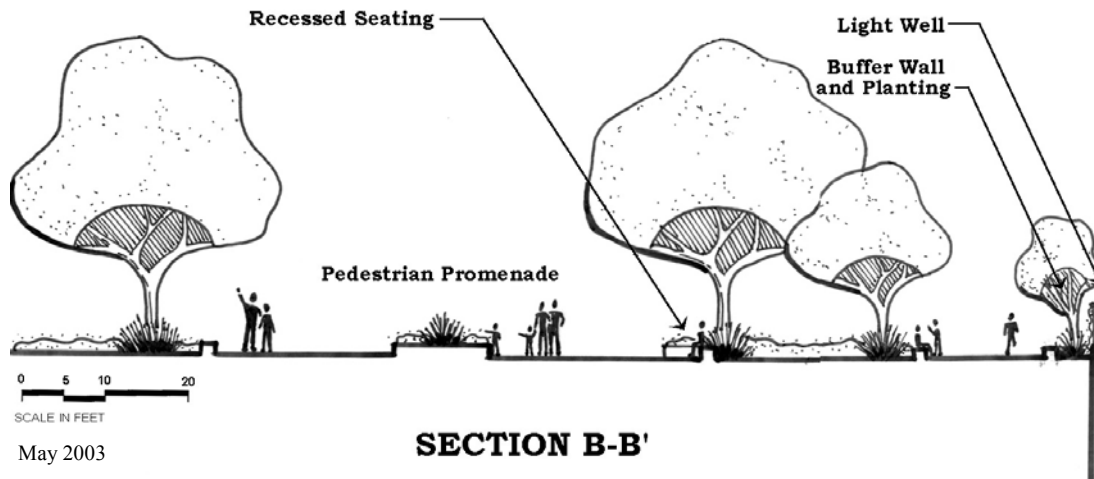


## 2. Park Boulevard Promenade

### Design Objective:

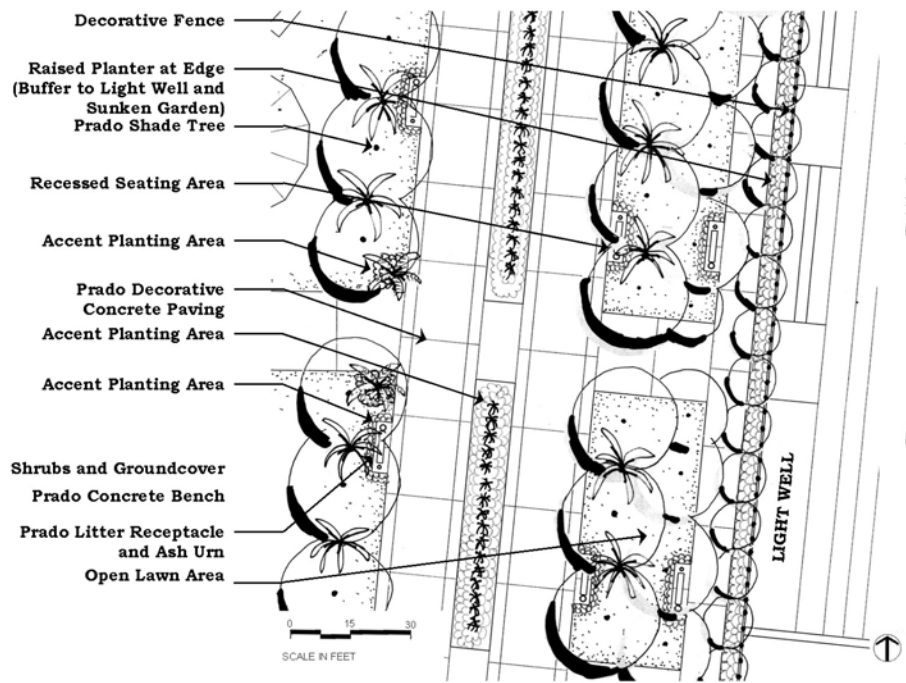
Provide a pedestrian promenade along Park Boulevard north from the Plaza de Balboa, enhancing the pedestrian connections to the Spanish Village, Carousel, Train Depot, and Zoo Entry Plaza, creating landscaped plazas and walkways, while maintaining the existing large-scale landscape character and also improving the visual experience from vehicles on Park Boulevard.





Recommendations:

- Provide a tree-lined promenade between the Plaza de Balboa and the Miniature Train depot, removing the existing Natural History Museum Parking Lot and the South Carousel Parking Lot.
- Provide additional plazas along the promenade on axis with the Evenson fountain at the Plaza de Balboa. The plazas should include fountains, sculpture, raised planting areas, and seating areas.
- Include recessed seating areas along the promenade.
- Utilize concrete paving and street furnishings that match existing types found along the Prado. Design should respond sensitively in scale and style to the historical buildings adjacent to the Promenade.



**LANDSCAPE PLAN  
(Typical Treatment for  
Park Boulevard Promenade)**

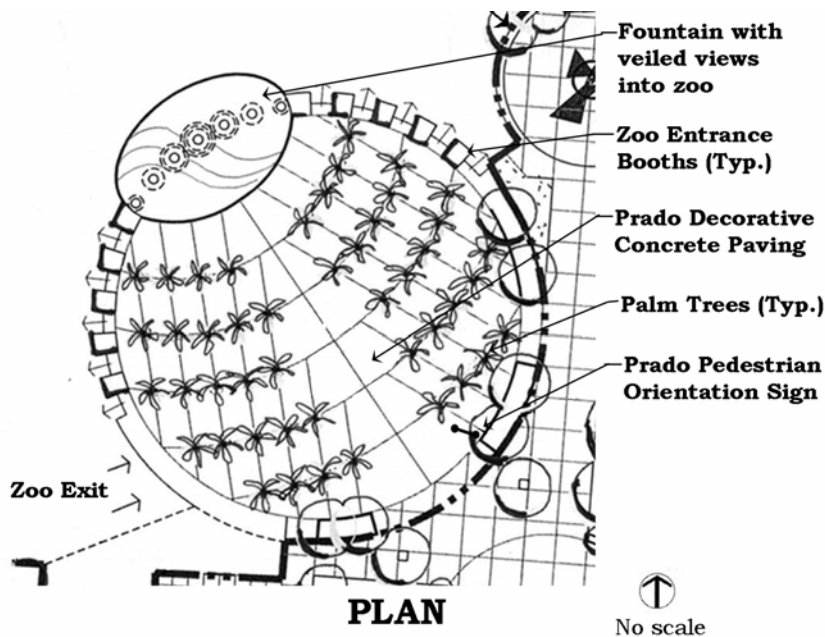




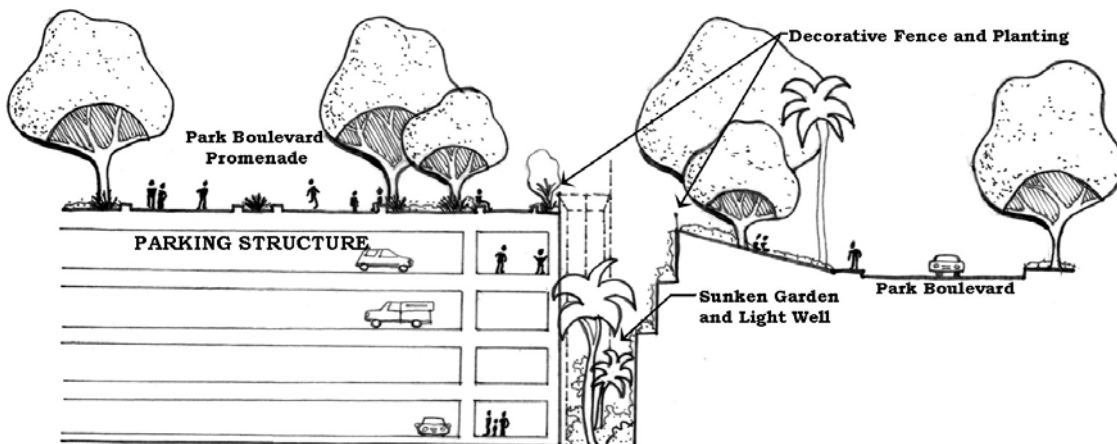
## BALBOA PARK • CENTRAL MESA PRECISE PLAN

### *Precise Plan - Specific Recommendations*

- Select plant material from the Botanical Emphasis Area plants suitable for on-structure planting under the direction of the Park Horticulturists. The overall feel of the promenade planting should be lush and tropical, providing an abundance of greenery, shade, and light. Planting should consist of an allee of regularly-spaced, mature-canopy shade trees intermixed with palm trees. Annual flowers, ornamental shrubs, and small ornamental trees should provide interest at the plazas, seating areas, and in the planter along the center of the promenade. Trees and shrubs should be placed with regard to view corridors to Spanish Village, Casa del Prado Theater, the Carousel, and other attractions along the Promenade.
- Landscape between Park Boulevard and the parking structure light well should be informal in design and consist of a variety of mature trees and lawn areas. The linear aspect of the eastern wall of the parking garage wall shall be broken up by informal plantings of shrubs, mature trees, and lawn in this area. New large-canopy trees should be planted in this area to replace those lost due to the construction of the parking structure.
- The design of the Zoo Place and Village Place intersections should include decorative paving on crosswalks, signage, and accent landscaping.
- Install a sculpture as the end focal point of Park Boulevard Promenade axis.
- Design the areas around elevators/escalators with consideration of the experience of pedestrians arriving from the parking structure. More specifically, the pedestrians should be greeted with a green, park-like atmosphere, with a pedestrian orientation sign within sight, and with a clear visual axis to the main promenade.
- Create an open Zoo Entry Plaza with ample space for people waiting to enter the zoo. A fountain at the edge of the plaza should provide veiled views into the zoological gardens. Utilize Prado standard paving, lighting, and site amenities of a pedestrian scale so that the plaza reads as a part of the larger promenade.



- Add a restaurant with outdoor seating south of Zoo Entry Plaza. Include restroom facilities with access from the Plaza as part of the building
- Create a sunken garden in the parking structure light well located between Park Boulevard and the proposed Promenade.

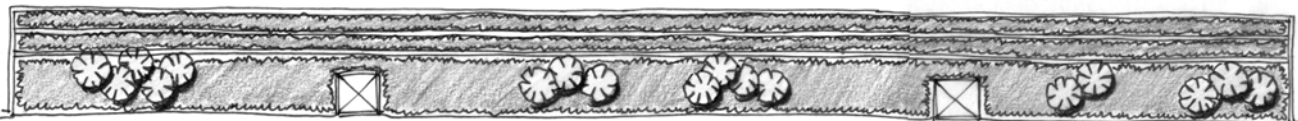


SECTION A-A'

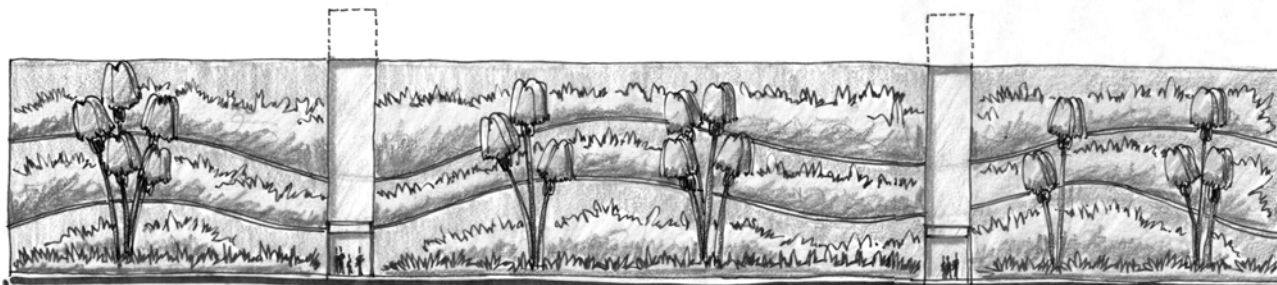
revised May 2003

**Light Well Design Guidelines**

- The light well shall contain a series of retaining walls with varying heights that mimic the silhouettes of the mountains around San Diego.
- The retaining walls shall be a monolithic-pour, colored concrete with earth tones and textured for visual interest.
- The retaining walls shall be planted with vigorous-growing vines to soften the scale of the walls.
- The plantable area width between each wall shall be a minimum of 48" to allow ample space for healthy root growth.
- Clusters of palm trees shall be informally spaced along the base of the light well to break up the linear and vertical expanse – approximately 20-25 total.
- The area shall have a lush, tropical feel while still allowing light to penetrate to the groundcover bed below.
- Visual interest can be accentuated at key pedestrian locations through the use of water features or pockets of colorful planting.
- All planting selections shall respond well to various solar orientations, including heavily shaded settings.
- Construct significant buffers (with a decorative fence and plant materials) between the light well and the pedestrian promenade as well as between the light well and the walkway along Park Boulevard.

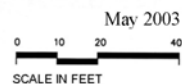


PLAN VIEW



ELEVATION

**PARKING STRUCTURE LIGHT WELL**

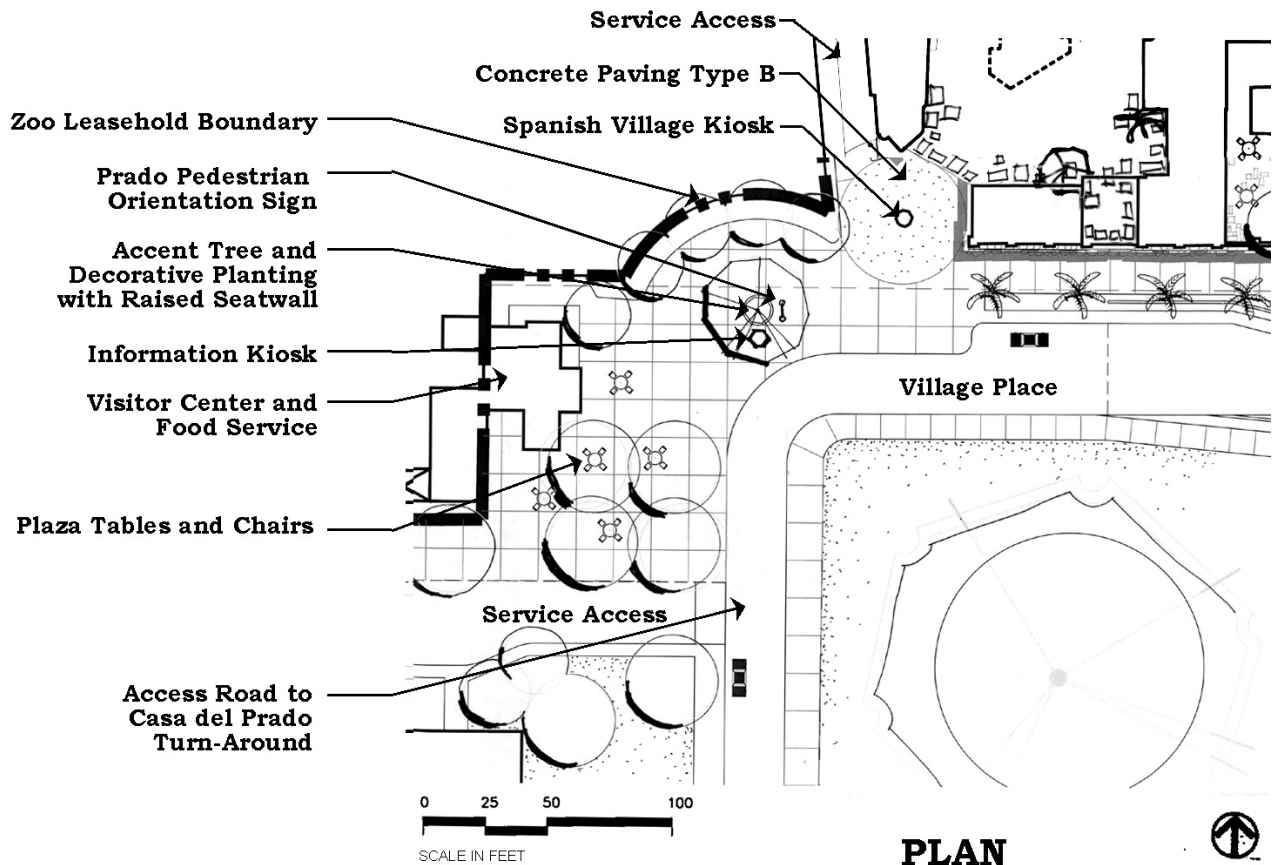




### 3. Spanish Village South Entry Plaza\*

#### Design Objective:

Because of its significant location, this plaza presents an opportunity to create a festive gathering place at a major crossroads area of the Park. It will include a major visitor service center and provide a vital link between Spanish Village and the Prado. It will be a visual focal point from the Prado and the Village Place ~~cul-de-sac~~ along the Village Promenade.



#### Recommendations:

- Provide an outdoor dining area with plaza tables and chairs. Include accent trees in grates.
- Increase the lawn area on the northwest side of the Moreton Bay Fig.
- Replace the existing chain link fence with one of decorative wrought iron.
- Create an additional lawn area near the visitor center. Include a three foot high wall to serve as a visual barrier between the plaza and the service access to Spanish Village. Provide palm and theme trees.

\*proposed name for a new feature



## ·BALBOA PARK·CENTRAL MESA PRECISE PLAN

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### *Precise Plan - Specific Recommendations*

- Create new accent planting areas adjacent to the south wall of Spanish Village.
- Incorporate a circular shaped paving treatment near the southwest entry to Spanish Village that subtly contrasts with the rest of the plaza paving as shown.
- Allow room for vehicular service and emergency fire access from ~~the~~ Village Place ~~cul-de-sac~~ to Old Globe Way and the Casa del Prado Theater Entry Plaza as a part of the plaza design.
- Provide a raised seatwall underneath a proposed shade tree adjacent to the cul-de-sac.

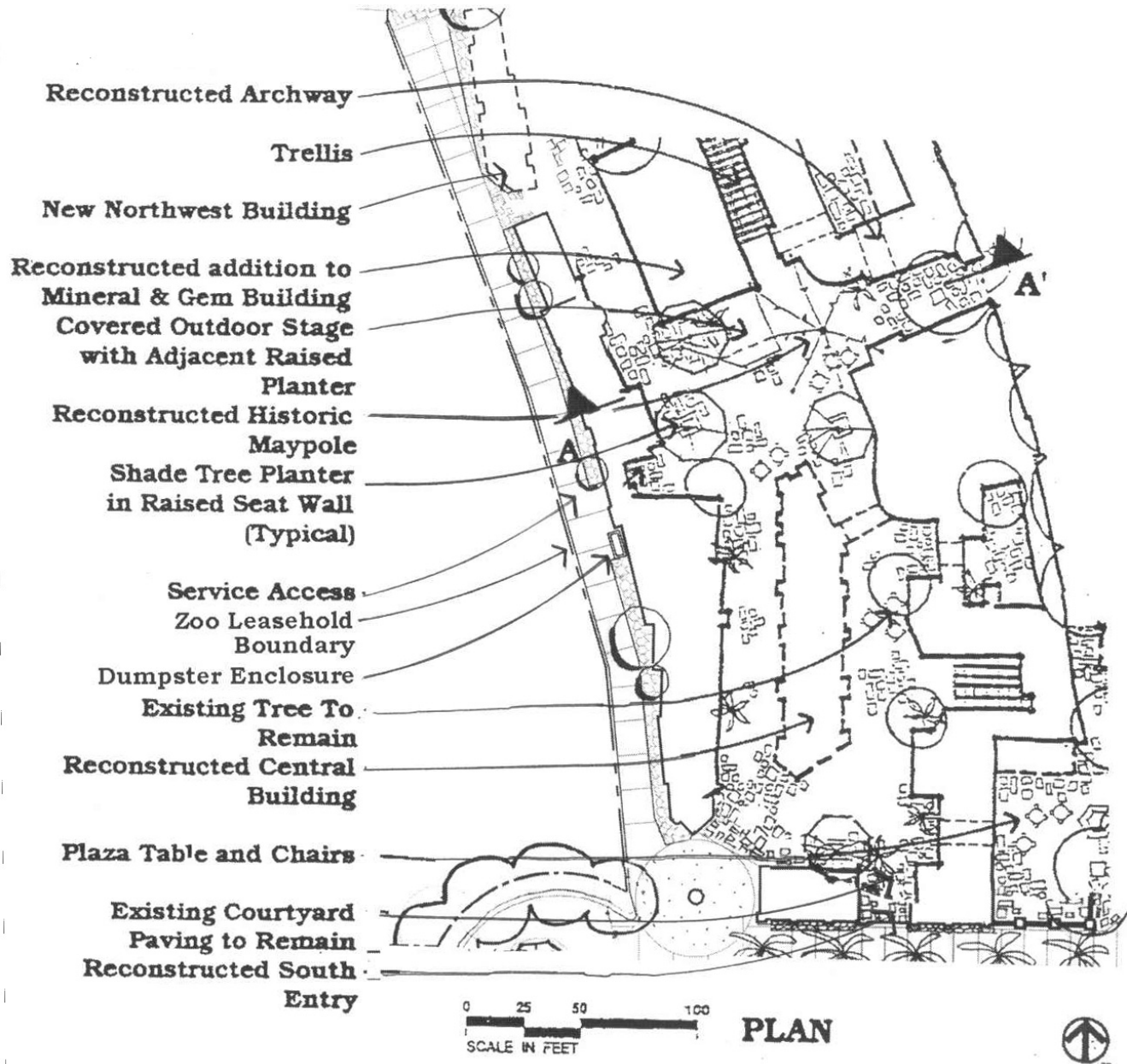
Accent tree: Jacaranda mimosifolia – Jacaranda  
Theme Tree: Alectryon excelsum – N.C.N.  
Palm Tree: Washington filifera – California Fan Palm  
Shade Tree: Erythrina ‘Sykesii’ – ‘Sykes’ Coral Tree



### 4. Spanish Village

*Design Objective:*

Renovate the central courtyard of Spanish Village as an integral part of its rehabilitation and expansion.



*Recommendations:*

- Reconstruct the central building that was built for the 1935 Exposition. (See Building Recommendations Section.)
- Reconstruct the north west building that was built for the 1935 Exposition.



## BALBOA PARK • CENTRAL MESA PRECISE PLAN

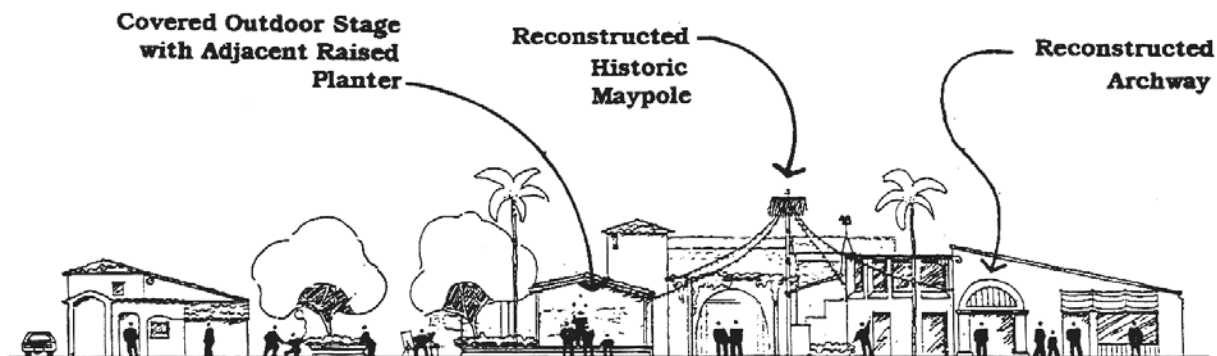
### *Precise Plan - Specific Recommendations*

- Provide a large open courtyard north of the reconstructed central building incorporating the lighted “maypole” that existed during Exposition.
- Construct a covered outdoor stage on the south elevation of the Mineral and Gem Building. The stage cover will be an extension of the building roofline. Modify the non-historic building addition. (See Building Recommendations Section.)
- Reconstruct arches as shown on plan as in 1935.
- Reconstruct south entry as in 1935.
- Provide service access to the west of Spanish Village. The concrete of the access road shall be of the Prado type. Add three to five feet of decorative planting between the Spanish Village buildings and the access way.
- All new development inside the Zoo’s fence to the west of Spanish Village should be appropriately screened with plant materials, and all new construction within the Zoo Leasehold should follow guidelines established in the Edge Treatment of Zoo Leasehold section (page 364a).
- Retain the existing broken concrete courtyard paving material. Encourage village artists to individualize their areas of the courtyard by continuing to paint the paving surface outside their studio doors.
- Design generous seating for pedestrians. Incorporate seating in courtyard planter walls. Most seating will consist of movable chairs with tables and umbrellas.
- Utilize planting to provide shade and soften architectural surfaces. Vines can be trained on walls and trellises. Trees can be located in courtyard planters.

Shade Tree: Jacaranda mimosifolia – Jacaranda

Accent Tree: Strelitzia nicolai – Giant Bird of Paradise

Palm Tree: Archontophoenix cunninghamiana – King Palm



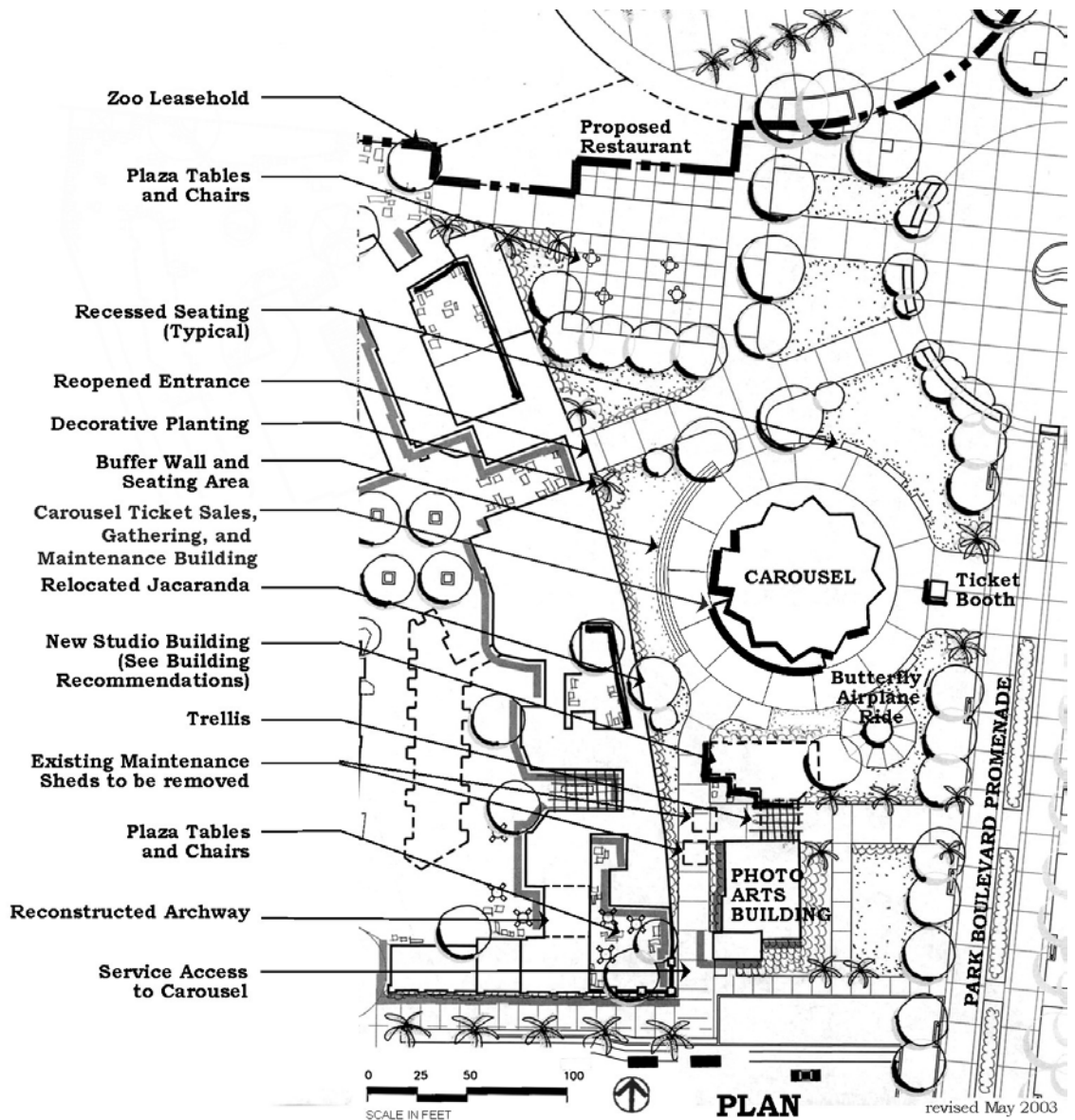
### SECTION A-A'



## 5. Spanish Village East Entry\* and Carousel Plaza

### Design Objective:

Create a southeast entry new east entrances to Spanish Village from Park Boulevard Promenade to increase visibility and pedestrian circulation through the Village. Relocate the Carousel and the Butterfly Ride (approximately 300' from existing location) and provide access to the ticket booth and Carousel off of proposed Park Boulevard Promenade.



\*proposed name for a new feature



*Recommendations:*

- Open Spanish Village to pedestrian traffic along Park Boulevard Promenade at two entrances on the east.
- Create new decorative planting areas along the east wall of Spanish Village including accent planting next to the new entrances. Planting should harmonize with existing planting within and around Spanish Village.
- Construct new walkways connecting Spanish Village to Park Boulevard Promenade with paving that complements surrounding architecture. New design elements should respond sensitively to the historical character of Spanish Village.
- Include an artistic and educational element displaying information about Balboa Park's history as part of the carousel buffer wall.
- Add recessed seating around the east side of the Carousel walkway.
- ~~Expand the Spanish Village studios to define the plaza space as shown on the plan. (See Building Recommendations Section).~~
- ~~Integrate the southeast entry courtyard with the photo arts building with complementary paving, low seat walls, and planting.~~
- Provide a service access and turn-around on a pathway between the Photo Arts Building and Spanish Village. The pathway should be of same material as surrounding walkways but be constructed to withstand truck use. Landscaping and lighting along the pathway should be added to encourage pedestrian use.
- ~~Include a small fountain that is compatible with village architecture.~~
- Incorporate accent paving and planting adjacent to Village Place to make an entry statement for pedestrians and those arriving in autos from Park Boulevard as shown on the plan.
- ~~Retain~~ Relocate the existing Jacaranda tree adjacent to the Photo Arts Building north to the Carousel area as shown on plan.
- Provide vine-covered trellises to shade hot east-facing walls.

Palm tree in sidewalk grates: Washingtonia filifera – California

Shade tree: Jacaranda mimosifolia – Jacaranda

Accent tree: Strelitzia Nicolai – Giant Bird of Paradise

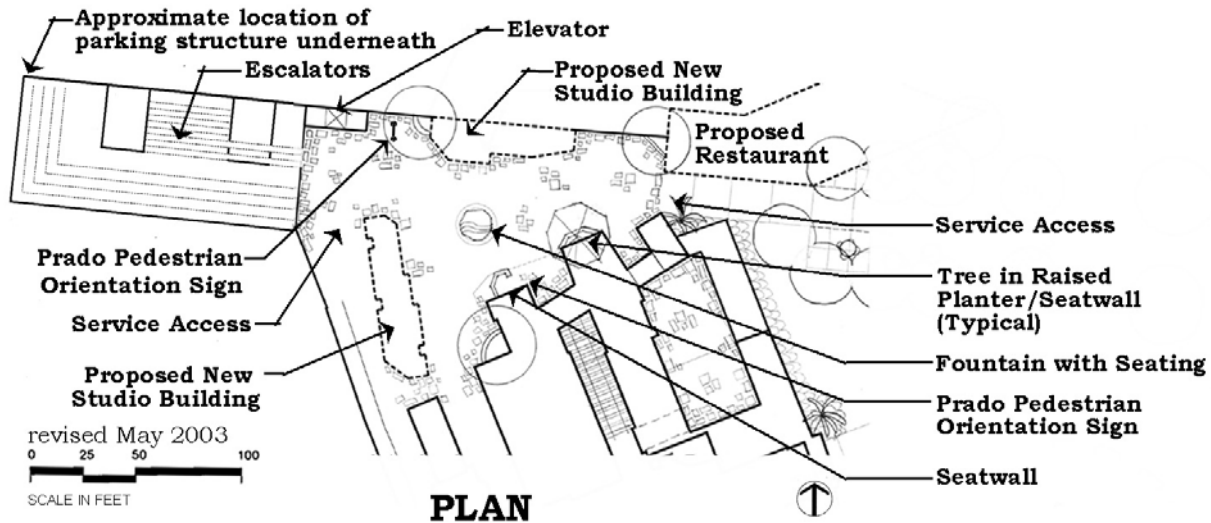




## 6. Spanish Village North Entry\*

### Design Objective:

Create a northern entry plaza at Spanish Village that will be visible to pedestrians from the Zoo exit area serve as an entrance to Spanish Village and the rest of the park from the proposed parking structure.



### Recommendations:

- Incorporate a central water fountain that is compatible with Village architecture to serve as a visual focal point.
- Integrate pedestrian seating into planter walls.
- Continue the existing Spanish Village courtyard paving into the entire plaza. Utilize similar site amenities and landscaping as found in Spanish Village.
- Provide trees, vines and accent plants to provide shade and harmonize with adjacent planting themes in Spanish Village.
- Construct two new studio buildings. (See Building Recommendations Section).
- Location of the new buildings, fountain and escalator exit should be configured to create an intimate, human scale similar to that in the rest of Spanish Village.
- Design the areas around elevator/escalator with consideration of the experience of pedestrians arriving from the parking structure. More specifically, the pedestrians should be greeted with a Spanish Village atmosphere, with a pedestrian orientation sign within sight, and with a clear visual axis to the main promenade.

\* proposed name for a new feature



## 7. North Village Promenade\*

### *Design Objective:*

Provide a direct circulation route and sightline from the Zoo exit to Spanish Village.

[graphic]

### *Recommendations:*

- ~~Reconfigure the existing walkway system and landscape as shown in the plan.~~
- ~~Utilize type C decorative concrete as paving material.~~
- ~~Remove the asphalt paving on Zoo Place at the pedestrian crossing points as shown on the plan and replace it with decorative concrete to match the new walkway.~~
- ~~Remove a portion of the axial walkway to the Otto Center to reinforce the Spanish Village circulation axis.~~
- ~~Remove the existing sidewalk west of Spanish Village.~~
  - ~~Theme Tree: Bischofia javanica Toog tree~~
  - ~~Accent Tree: Erythrina 'Sykesii' Sykes' Coral Tree~~
  - ~~Palm Tree: Livistona decipiens Ribbon Fan Palm~~

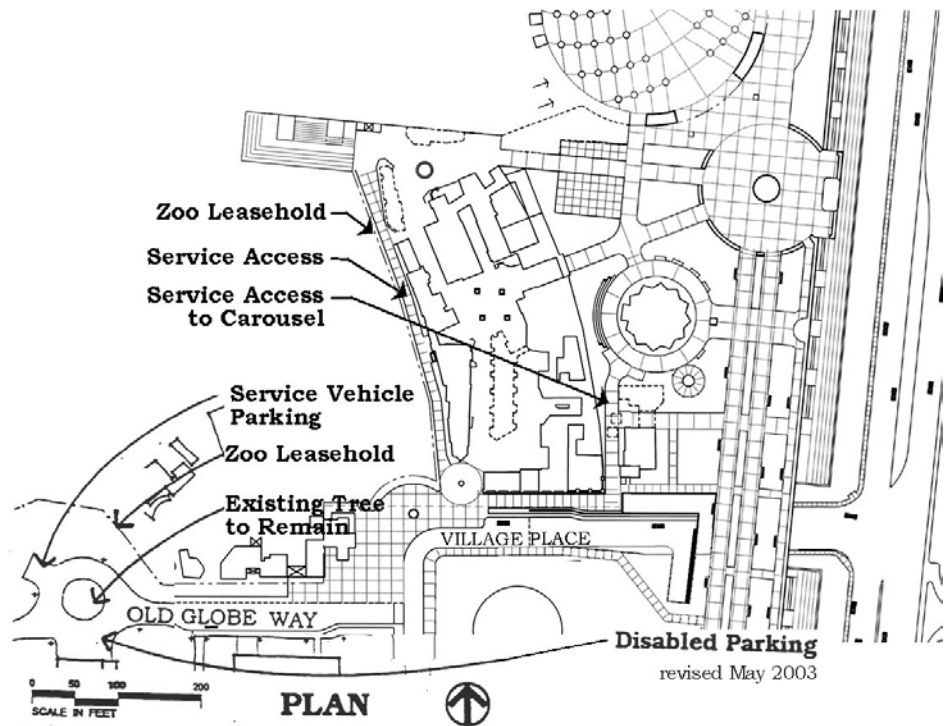
\*proposed name for a new feature



§7. North Prado Way and Old Globe Way\*

*Design Objective:*

Provide service and fire access to Old Globe Way and a drop-off area to Casa del Prado buildings along Old Globe Way, the Spanish Village, and the Casa del Prado.



*Recommendations:*

- Connect ~~Zoo Place~~ Village Place with Old Globe Way with a 26' wide roadway service access.
- Incorporate a cul-de-sac with adjacent service parking behind the Botanical Building as shown on plan. Preserve the existing Ficus sycamorus tree in the center planting area of the cul-de-sac.
- Maintain disabled parking behind the Botanical Building.
- Provide a drop-off lane on the north side of the Casa del Prado Theater.
- Provide a drop-off lane at the Spanish Village west entry.
- Provide a drop-off for the Casa del Prado along Village Promenade at the Casa del Prado Theater Entry Plaza.
- Connect North Prado Way with Village Place on the south.

\* proposed name for a new feature.



## *9. ~~Miniature Train/Children's Park~~*

### *Design Objective:*

~~Improve public access and amenities around and within the miniature train and to create the Children's Park playground area.~~

[graphic]



*Recommendations:*

- Create public access to a new picnic and play area (Children's Park) within the miniature train area by means of a new pedestrian walkway covering the miniature train tunnel. Include children's play equipment in the landscape.
- Relocate the existing electrical transformer box to a non-public portion of the miniature train area.
- Provide additional access by means of decorative arched bridges spanning the train tracks and linking the picnic area to the carousel and Spanish Village as shown on the plan.
- Replace the existing chain link fence around the miniature train area with decorative fencing and realign it to allow for public access according to the plan.
- Relocate the existing underground gas storage tank for the miniature train to a location near Zoo Place that can be readily accessed by a large delivery truck.
- Construct a grounds maintenance building in the vicinity of the train storage building.



## *10. Carousel and South Carousel Parking Lot*

### *Design Objective:*

Reconfigure the parking lot to improve circulation and provide a pedestrian drop-off lane near the East Entry to Spanish Village.

[graphic]

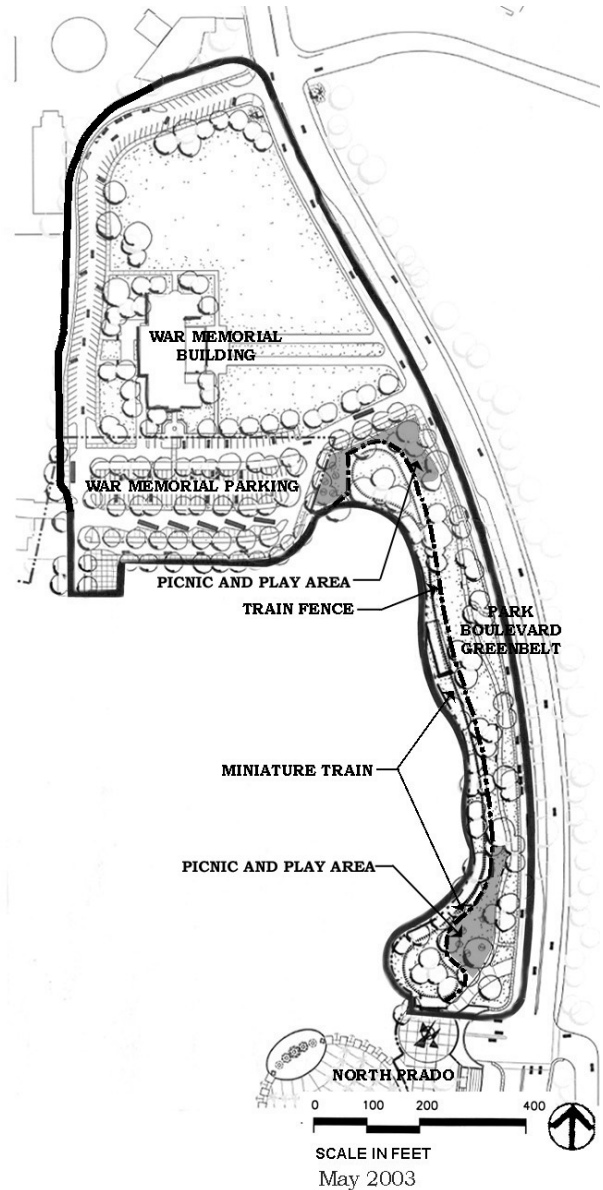
### *Recommendations:*

- Widen the sidewalk that connects the east entry to Spanish Village and the Carousel as shown in plan.
- Construct a new freestanding restroom facility near the carousel. Include a maintenance storage room.
- Alter the existing parking configuration to the pattern shown on the plan.
- Provide a drop-off lane as shown on the plan.
- Plant additional trees to conform to the City landscape ordinance.

Parking Lot Trees: *Brachyehiton acerfolius* — Australian Flame tree



## War Memorial and Zoo Parking Lot Park Boulevard Greenbelt



### *Site Amenities:*

- Prado Light Standard: Western Lighting Standards Capistrano Series CA10 (or equal). Custom Fixture as shown in Appendix. Color shall be Frazee Shutter Green 6125N gloss enamel.
- Park Concrete Trash Receptacle: Dura Art Stone cast stone trash receptacle, D-round, Nordic cream color with light sand blast finish, order number: S-TR-D-S-13-LSD (or equal) with 22" diameter, 36" height. Matching Ash Urn (at building entries only) order number: S-AU-D-S-13-LSB (or equal) with 14" diameter, 22" height. See Appendix.



## *1. Zoo Parking Lot*

### *Design Objective:*

Install additional landscaping within the Zoo parking lot to comply with the San Diego City Landscape Ordinance.

The Zoo shall bring the public parking lot within its leasehold into compliance with Chapter X, Division 7, of the Municipal Code, entitled “City Wide Landscape Regulations,” whenever the Zoo:

1. Initiates any project to reconfigure or re-stripe the parking lot which results in an increase in the number of parking spaces within the existing boundaries of the present parking lot; or
2. Is required by virtue of the City’s established permitting processes to bring the existing parking lot into compliance with Chapter X, Division 7, of the Municipal Code if any project initiated by the Zoo within its leasehold triggers the requirement to add additional parking to the existing public parking lot.

[graphic]

### *Recommendations:*

- Install plant materials that harmonize with existing architectural and landscape themes.
- Plant trees in irregular, informal grouping to continue the effect of existing tree patterns.

#### *Parking lot trees:*

- *Tristania conferta* — Brisbane Box
- *Eucalyptus melliodora* — Honey Scented Gum

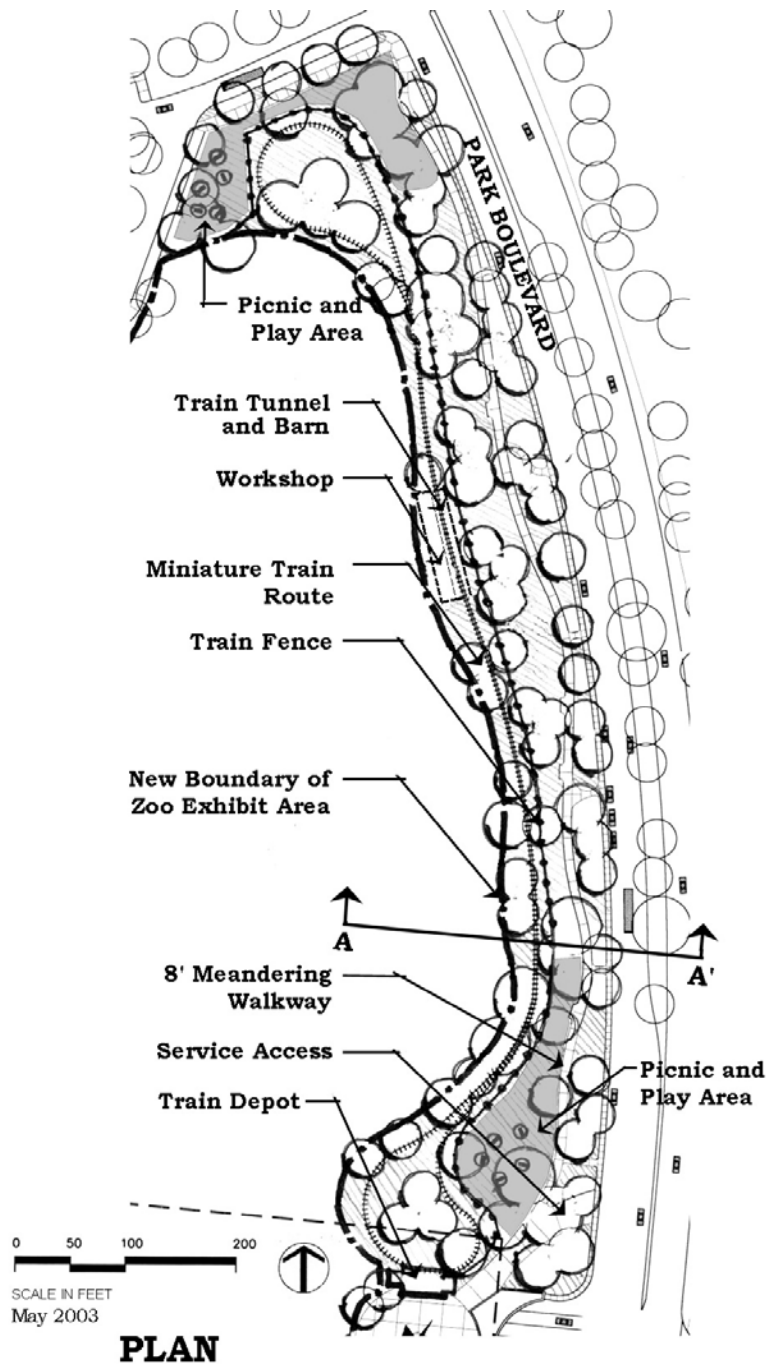




## 1. Park Boulevard Greenbelt

### Design Objective:

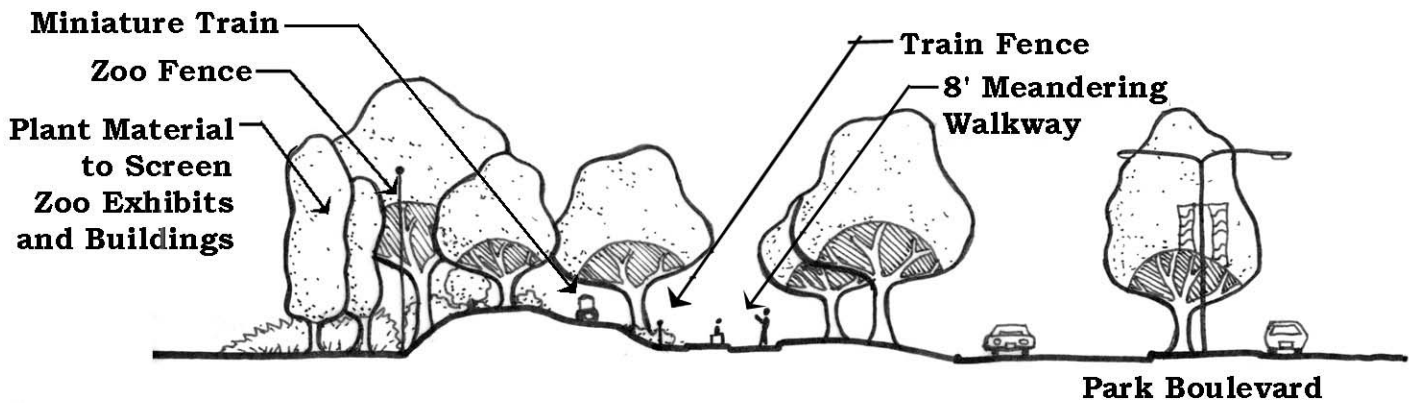
Create a green area for park uses including the miniature train ride, picnic and play areas, and a meandering path connecting Park Boulevard Promenade and the War Memorial Building.





**Recommendations:**

- Provide a 8' wide meandering concrete pathway of varied elevation connecting the War Memorial to the proposed parking structure and Park Boulevard Promenade. The path will have space for both pedestrians and bicycles.
- Retain the existing sidewalk adjacent to Park Boulevard and provide connections to the new 8' pathway.
- Create a green space between Park Boulevard and the new walkway with large shade trees, a berm or change in elevation, and other plantings including shrubs and groundcover. Wherever feasible, retain the existing trees along Park Boulevard.
- Relocate the miniature train along the new walkway. The relocation should observe the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties. Care should be taken to retain the character and surrounding context of the existing train ride by using similar landscape materials and elements. The distance between the train and Park Boulevard should range between 50' to 100'. The train route should rise up and down along the route to provide a varied experience and views across Florida Canyon.
- Install decorative fencing around the miniature train for additional safety.
- Construct a train depot at the terminus of Park Boulevard Promenade. Include a room for maintenance storage.
- Rebuild a 100'-130' train tunnel (which will also function as a storage barn) along the train route. Incorporate the train workshop into the tunnel structure.
- Provide recessed seating areas along the new walkway to take advantage of views of Florida Canyon and the eastern mountains beyond, as well as observe the Miniature Train. Seating areas should include litter and ash receptacles.
- Add picnic and play areas in the green space between the Miniature Train and Park Boulevard. Include children's play equipment in the landscape. Play equipment may include sculptures for climbing on such as those found in front of the Zoological Gardens and in other areas of Balboa Park.
- Create a service access route from Park Boulevard to Zoo Plaza east of the new train depot.



**SECTION A - A'**



SCALE IN FEET

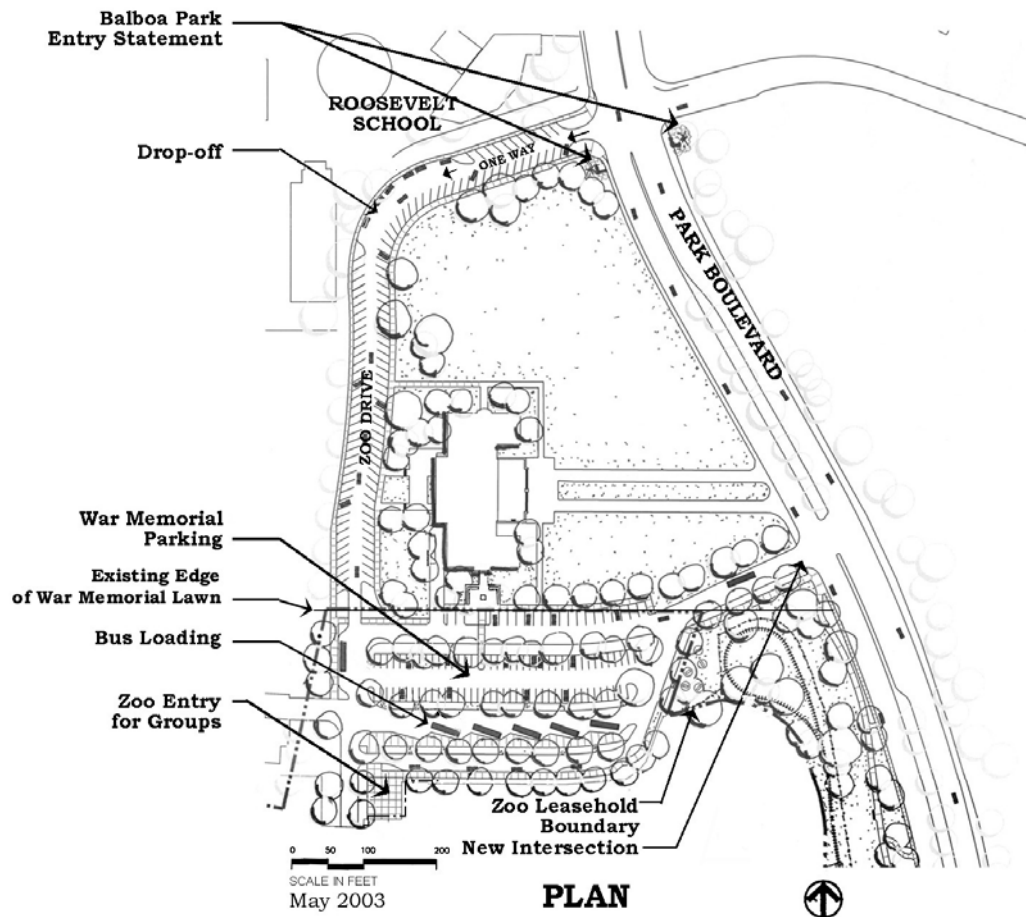
May 2003



## 2. War Memorial Building, and Lawns, and Parking Lot

### *Design Objective:*

Enhance the entry experience of Park visitors arriving from north on Park Boulevard and change the vehicular circulation pattern to better serve the school and the new Zoo group entry. Reconstruct the south entry walkway to the War Memorial Building.



### *Recommendations:*

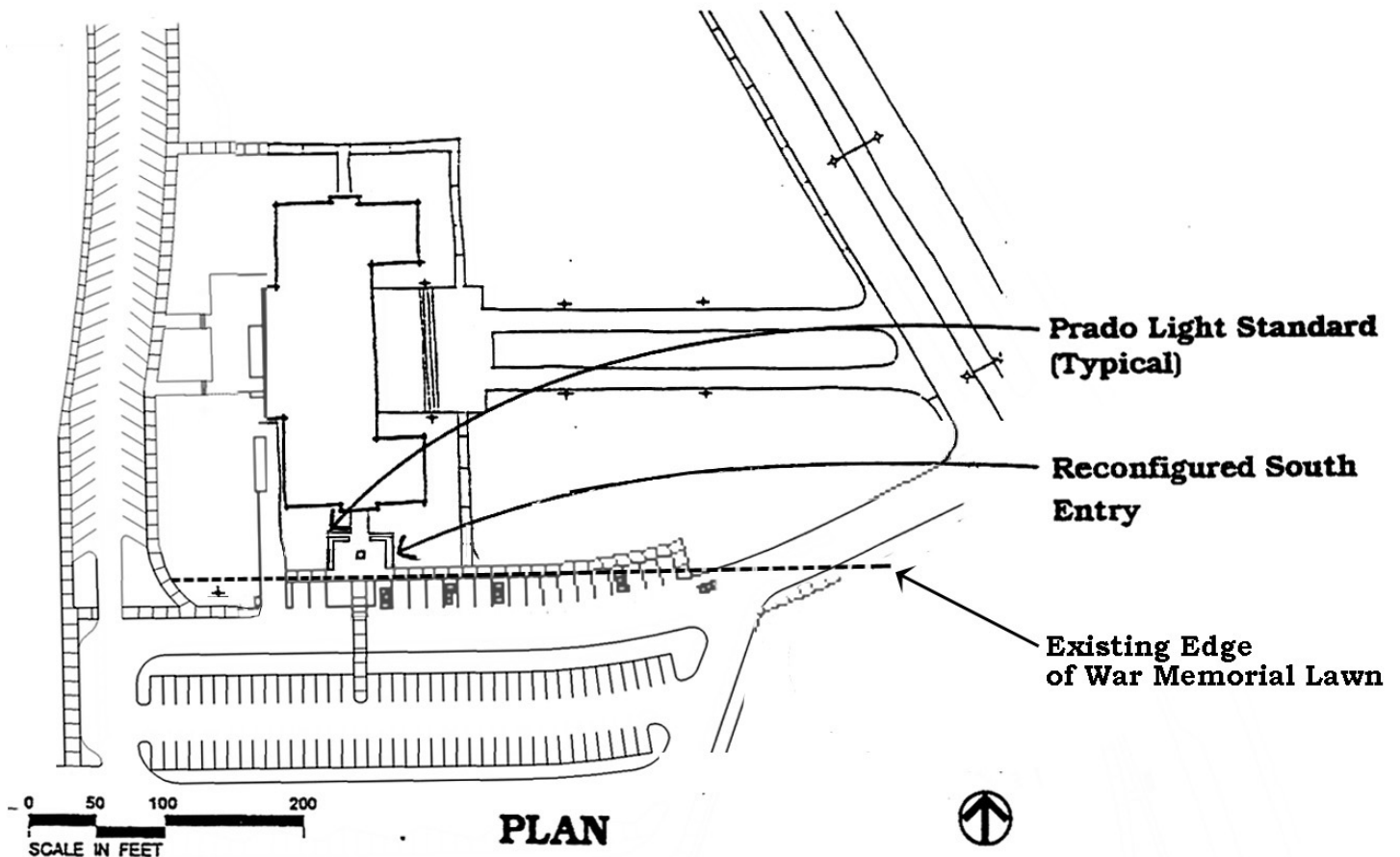
- Construct an entry feature at the intersection of Park Boulevard and Zoo Drive to identify the entrance to Balboa Park. Locate the entry feature adjacent to the sidewalk on both sides of Park Boulevard. The feature should integrate landscaping, architecture, and signage. The landscaping should be of similar plant materials as found along the Prado. The architecture should be reminiscent of forms found in the historic architecture in Balboa Park (such as arches, domes) and comply with U.S. Secretary of the Interior's Standards for Historic Properties (1995), Standards for Rehabilitation No. 9 and the General Design Guidelines for Architecture (pages 211-212). If signage is included, it should identify the entrance to Balboa Park and relate in style and color to the architecture element.

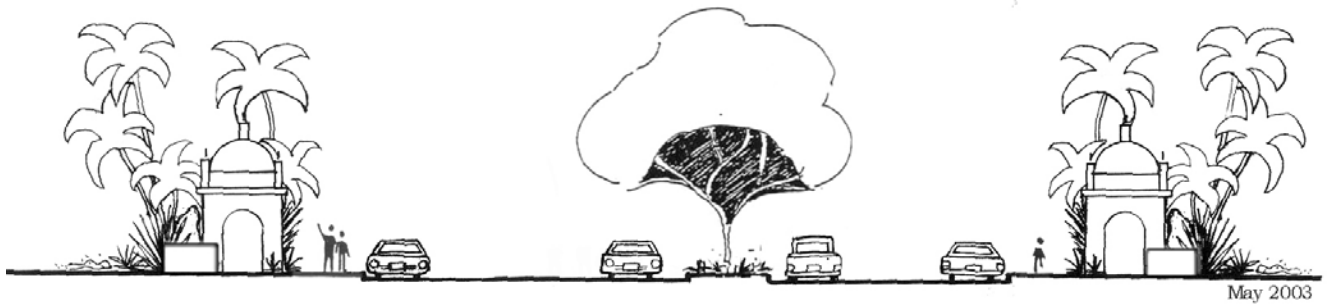


## BALBOA PARK-CENTRAL MESA PRECISE PLAN

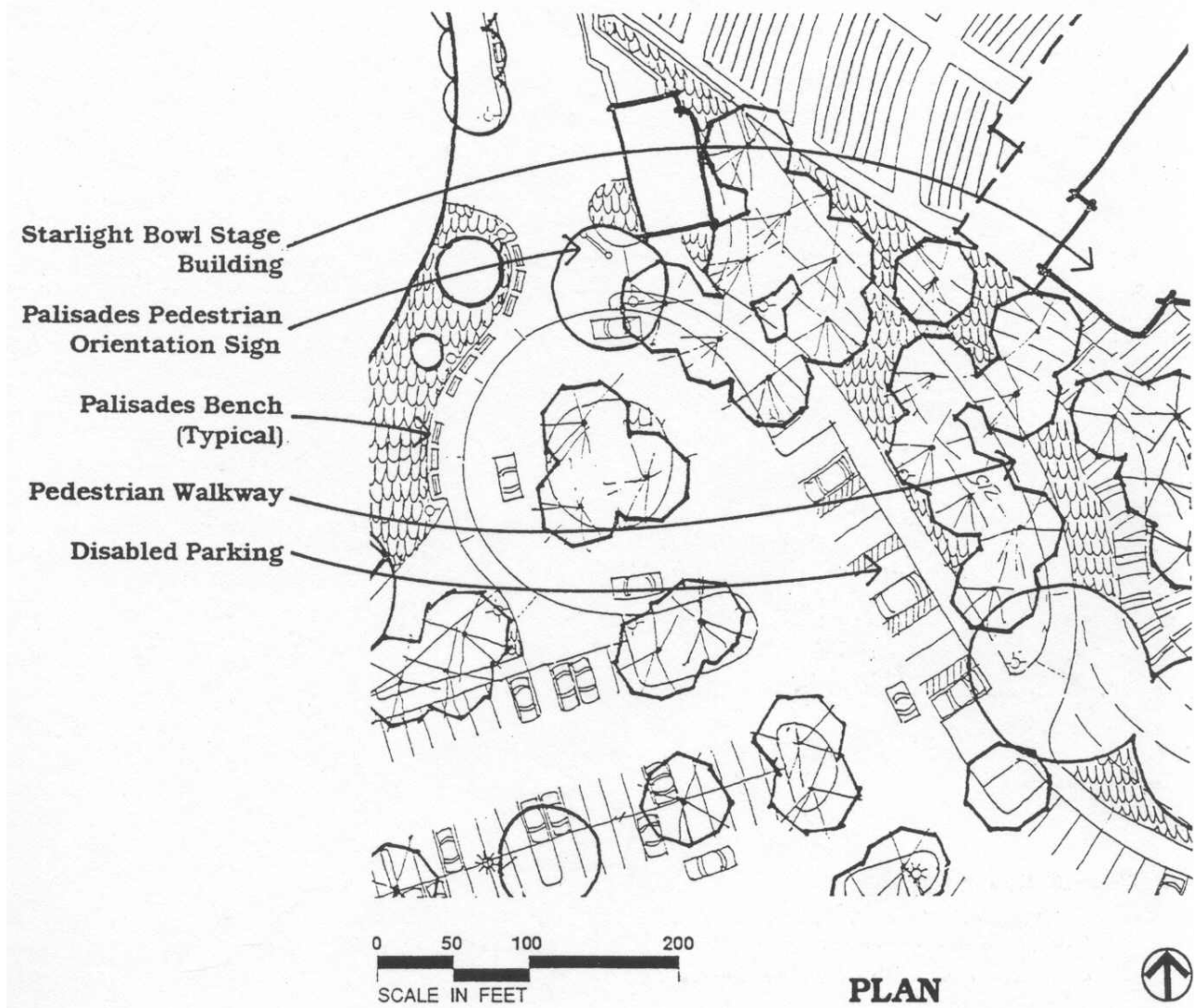
### *Precise Plan - Specific Recommendations*

- Create a new two-way access road into the War Memorial parking lot with a signalized intersection on Park Boulevard.
- Establish a separate zoo entry and loading area for buses and large groups visiting the zoo.
- Designate Zoo Drive as a one-way street next to Roosevelt School. Include a drop-off lane in front of the school and angled parking on Zoo Drive. Designate a bus pick-up/drop-off area adjacent to the Balboa Park Program buildings.
- Implement traffic calming measures along Zoo Drive for students crossing from Roosevelt School. Measures shall be consistent with city engineering standards.
- Coordinate all improvements in the vicinity of Roosevelt School with the School District architect.
- Construct a decorative concrete walkway and landscaped pedestrian pooling area on the southern entry to the War Memorial building. The pooling area/plaza should be rectangular to reflect the historic forms of Balboa Park.
- Add lights as shown on the plan.





**SECTION A - A'**



## *12. Park Boulevard Streetscape*

A landscape theme that will communicate the subtropical landscape themes of the Central Mesa should be established. The landscape treatment should also serve as a transition between the Central Mesa and the Florida Canyon/Inspiration Point areas.

The following design guidelines should be used in developing this theme.

- Views to the east from Plaza de Balboa should be preserved enhanced with a viewing plaza on top of the transit center/pedestrian bridge over Park Boulevard. Landscaping should not block this view.
- The new east entry to the Prado / transit center, the new entrance gateways, and the enhanced Village Place and Zoo Place intersections should be highlighted.
- Emphasis should be given to the entry experience of public transit patrons.

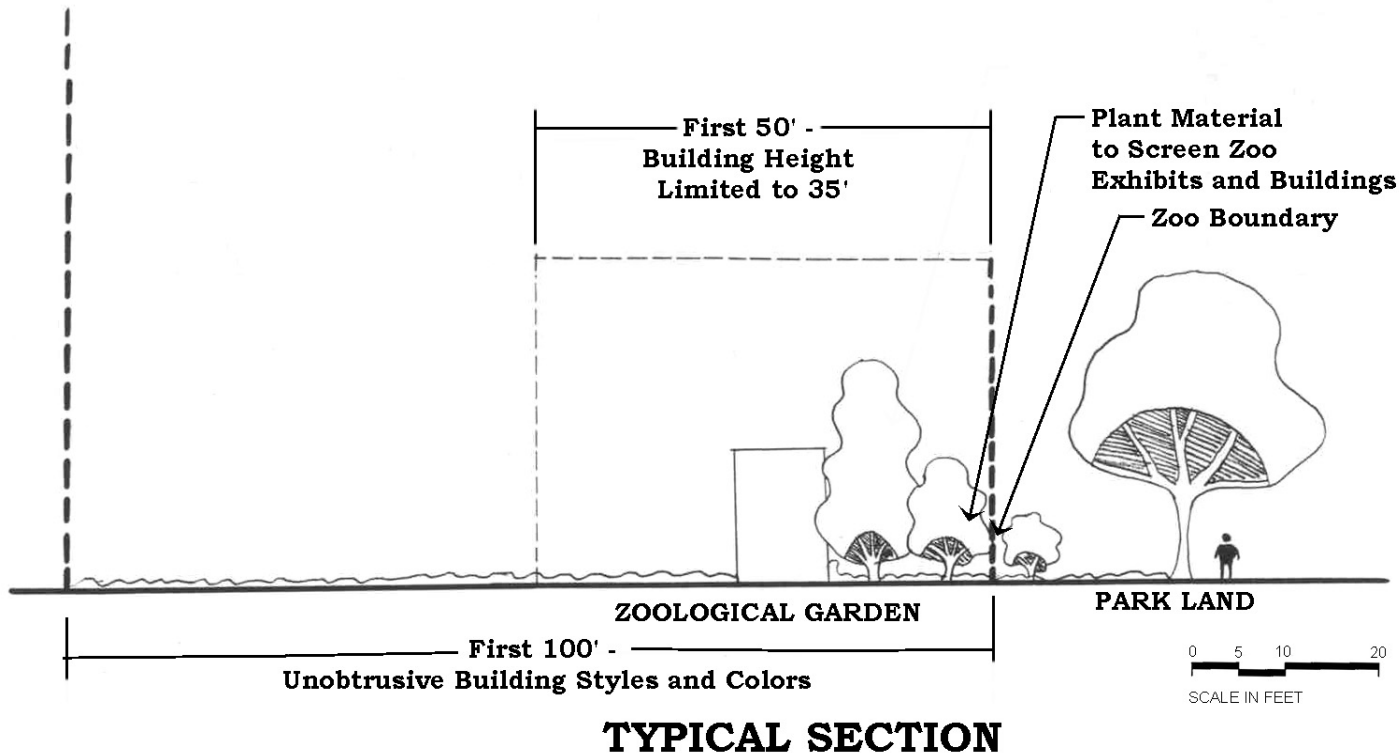


## Interfaces

### 1. Edge Treatment of Zoo Leasehold

#### Design Objective:

Assure proper design and treatment of the edge of the Zoo Leasehold adjacent to the miniature train and other edges in public view.



#### Recommendations:

The following guidelines apply to the edges of the Zoo Leasehold that are visible to the public.

- A maximum building height of 35' for the first 50' setback from the edge of the Zoo Leasehold.
- Building styles and colors within the first 100' the edge of the Zoo Leasehold should be unobtrusive and should not be visible from outside of the Zoo.
- Signage should not be visible from outside the Zoo.
- All development inside the Zoo's fence should be appropriately screened with plant materials to minimize the visual impact to Park Boulevard and the new pedestrian greenbelt.



## 2. Interface of New Developments and Historical Areas

### Design Objective:

Preserve the historical character of the park by insuring that all restoration, rehabilitation, and new development is consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings, Standards for Rehabilitation (Page 61).

### Recommendations:

- Design new outdoor spaces that respond to and respect the existing and historical cultural landscape. Plant materials should be selected from plants used in the historical areas, the scale and form of outdoor spaces should relate to existing historical areas, and all landscape features should be consistent with historic architectural themes.
- Preserve and enhance views to historic buildings, landmarks, and existing viewsheds, taking care to not block views with auxiliary structures, parking lots, or excessive plant material.
- Utilize site amenities as specified in the Prado section of the Specific Recommendations.
- All new additions in architecture and landscape should follow U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties (1995), Standards for Rehabilitation No. 9.
- Design and locate auxiliary buildings to be unobtrusive and to visually complement existing architecture.
- Pay special attention to design detail, ornamentation and space articulation with all new design.
- For historic buildings, select colors that reflect the original color scheme. For other construction, select colors to harmonize with the surroundings.
- Mature vegetation within the affected area needs to be assess and preserved, to the greatest extent possible. If preservation is not possible, replacement should occur per U.S. Secretary of Interior's Standards (same species or similar form and character of species).





**CITY OF SAN DIEGO HISTORICAL RESOURCES BOARD**

**U.S. SECRETARY OF THE INTERIOR'S STANDARDS  
FOR THE TREATMENT OF HISTORIC PROPERTIES, STANDARDS  
FOR REHABILITATION**

**STANDARD 1.**

*A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, and spatial relationships.*

**STANDARD 2.**

*The historic character of the property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the property will be avoided.*

**STANDARD 3.**

*Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties., will not be undertaken.*

**STANDARD 4.**

*Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

**STANDARD 5.**

*Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize the property will be preserved.*

**STANDARD 6.**

*Deteriorating historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

**STANDARD 7.**

*Chemical and physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

**STANDARD 8.**

*Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

**STANDARD 9.**

*New additions, exterior alterations, or related new construction will not destroy historic materials, feature, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, scale and proportion, and massing to protect the integrity of the property and its environment.*

**STANDARD 10.**

*New additions and adjacent or related new construction will be undertaken in such manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

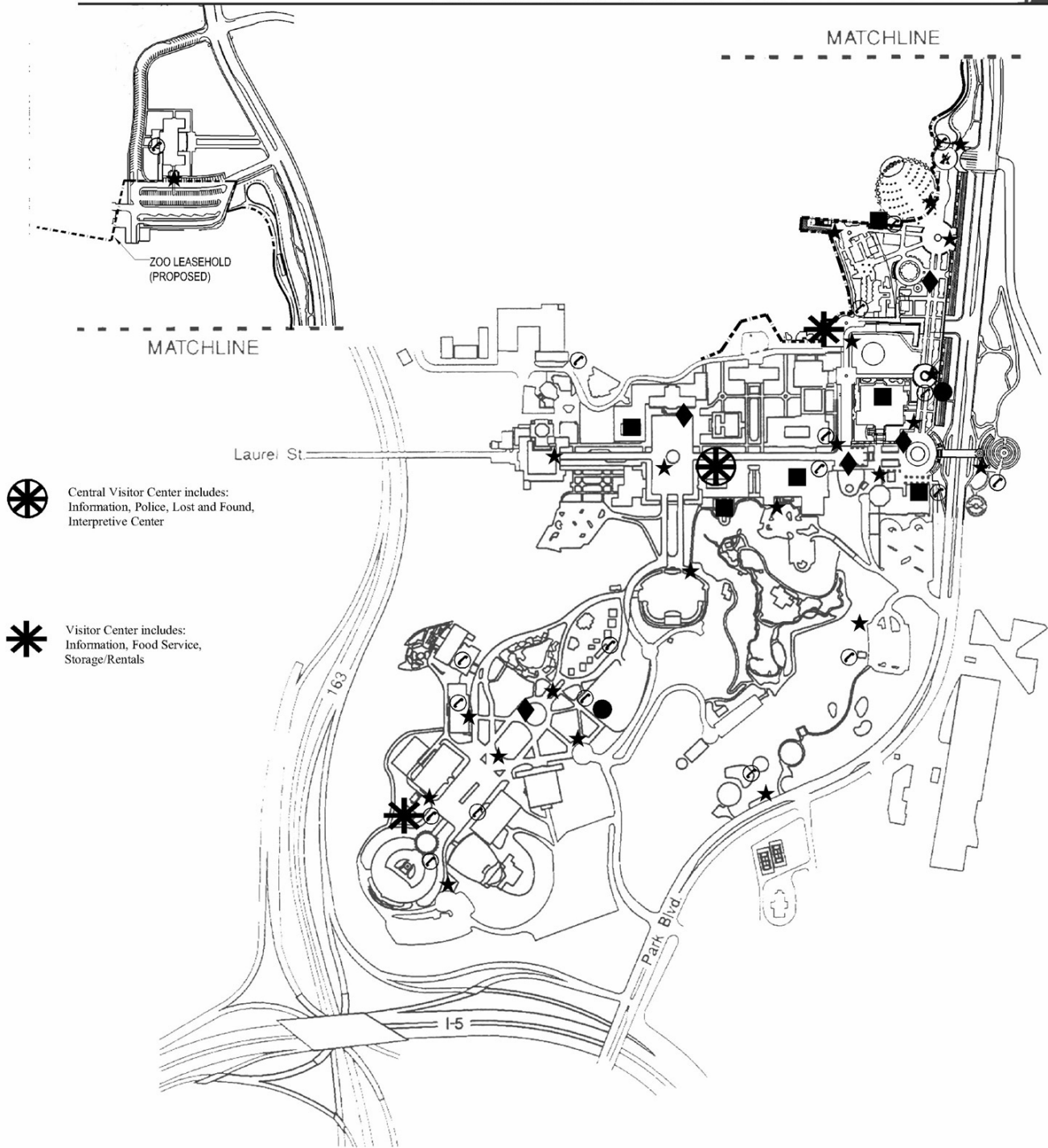


*Objective:*

Expand visitor service throughout the Central Mesa.

*Recommendations:*

- Create three visitor service centers in the Central Mesa. Locate them with the Park information centers in the Palisades, the North Prado, and the House of Hospitality. See Figure 53.
- The visitor service centers should include the following services:
  - Park information
  - Supervised storage lockers
  - Stroller and wheelchair rental
  - Restroom facilities
  - Infant changing facilities
  - Public telephones
- The main visitor service center located in the House of Hospitality should include the above list of visitor services and in addition should provide:
  - A first-aid center, which in addition to minor medical services, would be able to dispense diapers, bandages, moist-wipes or tissues for a nominal charge.
  - A lost-and-found facility which would have two-way radio contact with Park management, Park rangers and City police on patrol in the park.
- The area surrounding the visitor service centers should be free of clutter such as newspaper racks and temporary signs.
- Locate the City Police Storefront in the House of Hospitality.
- Create a supervised bicycle storage locker ~~facility~~ facilities in the Organ Pavilion parking garage and the Park Boulevard Promenade parking garage.
- Expand and enhance public restroom facilities to include infant changing facilities for both male and female caretakers, increased lighting mirrors, disabled provisions and increased ventilation. See Figure 54.
- Expand public telephones to all restroom locations and to wall-mounted locations in arcades, lobbies, and other spaces as needed to provide convenient locations for public accessibility and safety. Eliminate telephone booths from the Central Mesa.
- Encourage and emphasize a variety of food services throughout the Central Mesa ensuring high quality, nutritional value, freshness and reasonable cost.
- Prevent commercialization in the Park by prohibiting brand name advertisements and logos outdoors. Franchised businesses should not be granted permission to operate on the Central Mesa.



**Proposed Visitor Services**

- Food Service
- ◆ Food Cart
- ★ Park Map
- ⊙ Telephone
- Storage/ Rentals

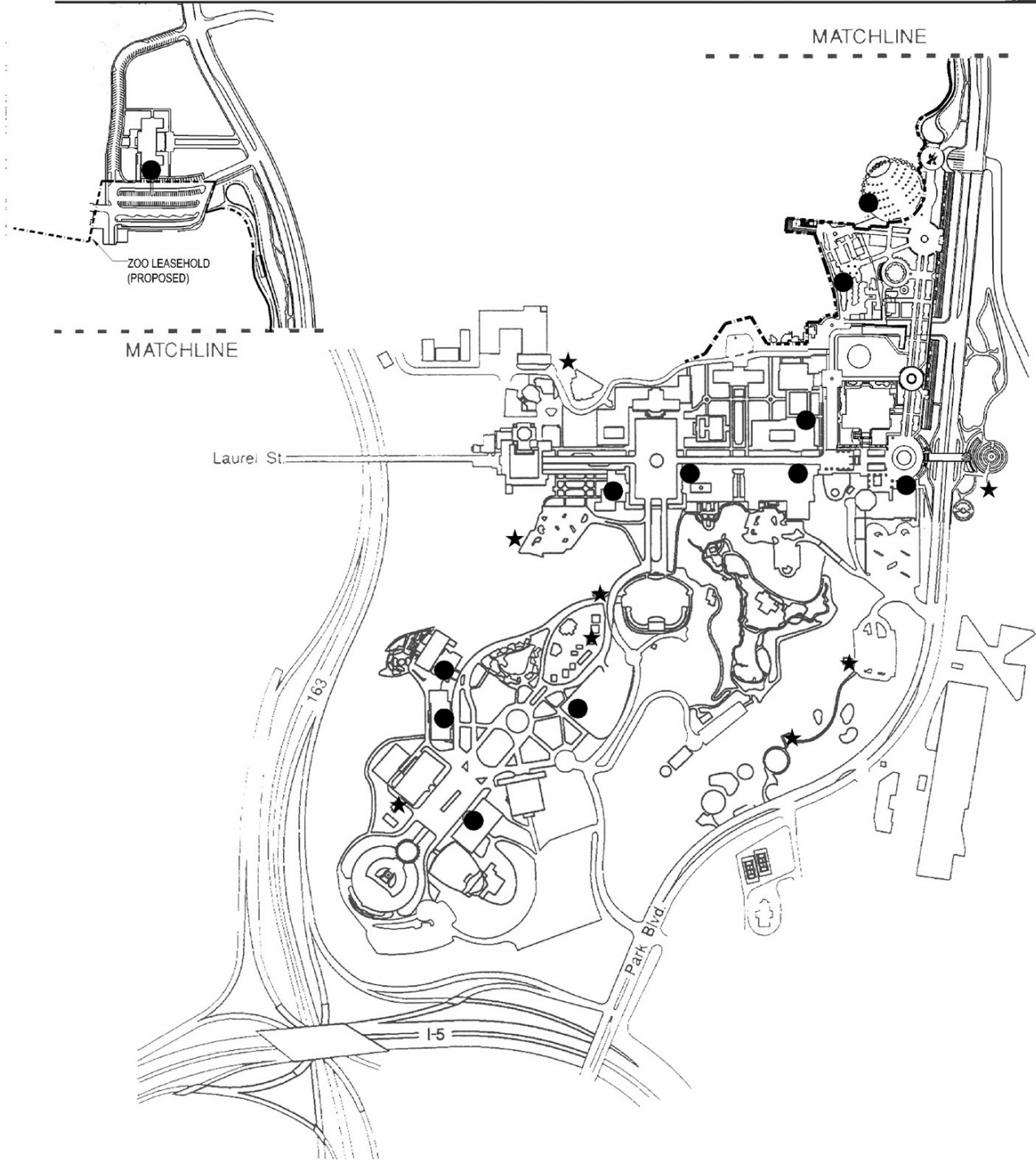
13 June 1991  
revised May 2003

Figure  
**53**



*ESTRADA* Land Planning

THIRD DRAFT



### Proposed Public Restroom Facilities

- Restroom Inside Building
- ★ Freestanding Restroom

13 June 1991  
revised May 2003

Figure  
**54**



*ESTRADA* Land Planning

RESOLUTION NUMBER R-299085

ADOPTED ON APRIL 13, 2004

WHEREAS, the San Diego Zoological Society of San Diego, Permittee, filed an application with the City of San Diego for a Site Development Permit [SDP 48083] to construct the Park Boulevard Promenade Project, located west of Park Boulevard in the Central Mesa Precise Plan area of Balboa Park; and

WHEREAS, on January 15, 2004, the Planning Commission of the City of San Diego considered Site Development Permit No. 48083 voted to recommend City Council approval of the permit; and

WHEREAS, the matter was set for public hearing on April 13, 2004, testimony having been heard, evidence having been submitted, and the City Council having fully considered the matter and being fully advised concerning the same; NOW, THEREFORE,

BE IT RESOLVED, by the City Council of the City of San Diego, that it adopts the following findings with respect to Site Development Permit No. 48083:

**A. SITE DEVELOPMENT PERMIT.**

**1. The Proposed Development Will Not Adversely Affect The Applicable Land Use Plan.** The proposed Park Boulevard Promenade Project [Project] is located near the center of Balboa Park [Park] and lies within and is subject to the Balboa Park Master Plan [Master Plan] and the Central Mesa Precise Plan [Precise Plan]. With the adoption of the proposed amendments to the Master Plan and Precise Plan, the Project would not result in a land use which is inconsistent with the adopted plan designations for the site or conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project.

The Project is consistent with the goals, policies and recommendations set forth in the Master Plan and the Precise Plan including: (I) improving internal circulation, avoiding automobile and pedestrian conflicts and creating a pedestrian-oriented environment; (ii) preserving and increasing free and open parkland; (iii) preserving and expanding recreational opportunities in the Park; and (iv) preserving and protecting historical resources in the Park.

The Project would not result in a conflict with applicable goals, policies, and recommendations relating to circulation movements, including impacts on existing vehicular access and internal circulation, pedestrian circulation and public transit within the Park. Project-related alterations to the internal circulation of the Park would be consistent with the Master Plan goals of making the Park a more pedestrian-orientated environment, reducing automobile and pedestrian conflicts, and minimizing through traffic. The Project would also be consistent with the Precise Plan with regard to the goals for pedestrian circulation and would improve the pedestrian connection on the west side of Park Boulevard through the provision of greenbelt and meandering walkway. The Project would increase transit accessibility to the Park by accommodating alternative transportation at the transportation center in the parking structure.

With respect to free and open parkland, the Project would not result in a conflict with the goals, policies, and recommendations of the Master Plan or Precise Plan. The Project would result in a net increase of free and open parkland and would not affect accessibility to other adjacent open public parkland. Consequently, the Project would be consistent with the Master Plan goal of preserving, enhancing, and increasing free and open parkland.

With respect to recreational resources, the Project would not result in a conflict with the goals, policies, and recommendations of the Master Plan or Precise Plan. The Project includes the development of numerous recreational resources, including: the Zoo, Miniature Train, Carousel, new Park Boulevard greenbelt, and useable public open space, such as lawns and plazas, which would be consistent with the Master Plan goal of preserving and enhancing active and passive recreational uses in the Park.

With respect to historical resources, the Project would not result in significant impacts to the National Historic Landmark [NHL] buildings and structures. The proposed project does not propose any changes to NHL properties save to implement reopening former entrances into Spanish Village - recommendations already in the Precise Plan. A portion of the proposed promenade and the western terminus of the relocated pedestrian bridge would be located within the NHL. However, there would be no direct or indirect impacts, because the design, feeling, setting, and location of the proposed promenade would conform to the National Park Service guidelines for new construction within National Historic landmarks and the U.S. Secretary of Interior's Standards for the Treatment of Historic Properties, Standards for Rehabilitation. The Project would affect two - the Carousel and Miniature Train, and would have the potential to result in a significant impact to these historical resources. However, such impacts are mitigated to below a level of significance through implementation of required mitigation measures called for in the EIR and through compliance with the City's Historical Resources Regulations. Consequently, the Project is consistent with the Master Plan policy of preserving, maintaining, and enhancing contributing elements to the local and national historic resources.

Therefore, the Project would not result in a conflict with or adversely impact the relevant goals, policies, and recommendations of the Master Plan and Precise Plan.

**2. The Proposed Development Will Not Be Detrimental To The Public Health, Safety, and Welfare.** The effect of the Project is to improve vehicular and pedestrian circulation and access to the Park and to enhance recreational resources in the Park. The Project will improve public health and safety by improving internal circulation in the Park, reducing automobile and pedestrian conflicts, improving vehicular access and improving public transit in the Park. According to the City's Police and Fire Departments, current police and fire protection in the Park area would be adequate to serve the proposed project, and no additional police or fire services would be required. Therefore, no significant impact to public services would occur from the proposed project. In addition, all Uniform Building, Fire, Plumbing, Electrical and Mechanical Codes and City, state and federal regulations governing the construction and continued operation of development apply to this Project to prevent adverse affects to those persons or properties in the vicinity.

Therefore, the Project and proposed development will not be detrimental to the public health, safety, and welfare.

**3. The Proposed Development Will Comply With The Applicable Regulations Of The Land Development Code.** The Project will comply with all applicable regulations of the Land Development Code, including the Historical Resources Regulations. The Historical Resources Regulations would apply to the relocation of the Carousel and the Miniature Train, as well as the portions of the proposed project located within the designated National Historic Landmark. As described in Section 143.0251(c) of the Historical Resources Regulations, development affecting designated historical resources or historical districts shall, as a condition of the project approval, provide full mitigation for the impact to the resource, in accordance with the Historical Resources Guidelines of the Land Development Code. As stated above, all potential impacts to historical resources are mitigated to below a level of significance through implementation of required mitigation measures, which are required as conditions of approval for the Project. Moreover, the existing and proposed uses are consistent with the Land Development Code provisions pertaining to publicly dedicated parkland which is designated as an Open Space-Park [OP] zone. The operation of zoological gardens (as a primary use) and public parking facilities (as an accessory or incidental use) are allowable uses within the OP zone designation. Finally, although there are no specific standards set forth in the Land Development Code with respect to land designated as an OP zone, the Project incorporates height, building scale, and setback requirements.

Therefore, the Project and proposed development will comply with the applicable regulations of the Land Development Code.

**B. SUPPLEMENTAL SITE DEVELOPMENT PERMIT FINDINGS FOR RELOCATION OF DESIGNATED HISTORICAL RESOURCES – LDC SECTION 126.0504(h).**

**1. There Are No Feasible Measures, Including Maintaining The Resource On Site, That Further Minimize The Potential Adverse Affects On Historical Resources.** There are no feasible measures that can further minimize the potential adverse affects on the Carousel and Miniature Train through their relocation. Relocating the resources would, in fact, result in their complete documentation, repair, and restoration through implementation of the required Mitigation, Monitoring and Reporting Program. Maintaining the resources on site would significantly reduce the ability of the project to provide the number of parking spaces required as a result of the conversion of the existing zoo parking lot to exhibit space and access/egress to the parking garage could not be taken at the Park Boulevard/Zoo Place intersection. This would have other potential transportation, circulation and land use conflicts with the existing Balboa Park Master Plan. Alternative parking garage locations analyzed in the Environmental Impact Report were found to be unreasonable and/or infeasible because of the potential adverse impacts to transportation/circulation, land use conflicts, and other historic resources such as the War Memorial Building.

**2. The Proposed Relocation Will Not Destroy The Historical, Cultural, Or Architectural Values Of The Historical Resource, And The Relocation Is Part Of A Definitive Series Of Actions That Will Assure The Preservation Of The Designated Historical Resources.** The Carousel and the Miniature Train are locally designated historic resources but are not within, nor do they contribute to, the National Historic Landmark status of the Park, and, they would not be relocated within the existing NHL boundary. Neither resource was built nor installed in the Park within the period of significance of the Landmark. Thus, relocating the Carousel and Miniature Train would not diminish the overall historic character of the Park.

Relocating the Carousel and Miniature Train would result in their complete documentation, report, and restoration through implementation of the required Mitigation, Monitoring and Reporting Program. Thus their relocation will result in a series of actions that will assure the preservation of the resources. The relocation will not destroy the historical, cultural, or architectural values of the Carousel and Miniature Train.

Carousels are designed to be moved and this one has already been relocated and this one has already been relocated at least three times.

With regard to a property that is designed to move or has been frequently moved during its historic use, the National Park Service recommends that the property must be located in a historically appropriate setting, retaining its integrity of setting, design, feeling, and association.

The Carousel would be moved approximately 300 feet southwest, adjacent to the Spanish Village. The proposed new location would enhance the setting, design, feeling, and association within Balboa Park by providing a more formally landscaped environment for the ride. The Carousel would remain in the same general location within Balboa Park that has been familiar to San Diegans for the last 80 years. The new location would be somewhat more intimate with



closer proximity to landscaping and the exterior facade of Spanish Village than currently exists. This would change the ability to view the barn at a distance, but the setting to the enclosed Carousel itself would not change. It would also become a more integral part of the Balboa Park experience by its proximity to the major pedestrian access way that would be the proposed Park Boulevard Promenade. The experience of the ride would change little because the Carousel operates within the barn-like structure. The Carousel and ticket booth would be preserved in the same orientation to each other in their new locations as in their existing location. Although the outer housing has been modified in the past, the current appearance of the outer housing would also be reproduced in the new location. The integrity of setting, design, feeling, and association would be retained at the new location.

With regards to the miniature train, the project would move the train to the north of Zoo Place along the west side of Park Boulevard. Relocation would have an impact on the location, setting, and feeling of the resource. However, the integrity of the train's design, setting, and feeling has been altered over time with changes to the alignment, landscaping, physical appearance and hardware. Project mitigation includes; landscaping at the new location to approximate the park-line feeling and setting; documentation of the existing layout, landscaping plan and appearance; signage, incorporation of original ride elements into the new location design including a tunnel and viewing opportunities to watch and photograph passengers. With these mitigation measures, the new location of the train will have a similar design, setting and feeling as the historic location. The train will also continue its historical function of providing an active recreational amenity within Balboa Park.

**3. There Are Special Circumstances Or Conditions Apart From The Existence Of Historical Resources, Applying To The Land That Are Peculiar To The Land And Are Not Of The Applicant's Making, Whereby The Strict Application Of The Provisions Of The Historical Resources Regulations Would Deprive The Property Owner Of Reasonable Use Of The Land.** The special circumstance that applies in this instance is that the project is located on public land in the city's most significant and historic park where any determination of reasonable use of the land is a public policy issue undertaken by the city Council with full knowledge and public disclosure of the issues, trade-offs, necessary regulations, mitigation measures and protection of public resources. Because the Zoological Society wishes to expand the area that is used for exhibiting animals by converting the majority of the existing zoo parking lot (their lease area) into exhibit space. This creates a requirement to address both the parking needs of the Zoo and other park institutions. To address these needs, the city council must approve amendments to the Balboa Park Master Plan and Central Mesa Precise Plan in order to provide the appropriate policy guidance as to how this replacement parking is to be sited, designed, and developed.

There is limited land available in Balboa Park and these alternatives available for locating replacement parking given the existing public policy restrictions on development within the park.

Constructing the Park Boulevard Promenade, Project, as proposed, addresses other existing goals and recommendations of the master and precise plans such as: providing a better pedestrian linkage between the Zoo entrance and the Prado; reducing traffic/pedestrian conflicts.

The public nature of the Park, the nature, and restrictions on citing development in the park and lease arrangements within the park are special circumstances applying to the land which are not of the applicant's making. Not allowing the relocation of the two locally designated historic resources further forecloses the options and alternatives available to the city council to address a major public policy issue.

The above findings are supported by the minutes, maps and exhibits, all of which are herein incorporated by reference.

BE IT FURTHER RESOLVED, that the recommendation of the Planning Commission is sustained, and Site Development Permit No. 48083 is granted to the Zoological Society of San Diego, Permittee, under the terms and conditions set forth in the attached permit which is made a part of this resolution.

APPROVED: CASEY GWINN, City Attorney

By \_\_\_\_\_  
Prescilla Dugard  
Deputy City Attorney

PD:dm  
04/16/04  
Or.Dept:Dev.Svcs.  
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