

**VOLUME I**

**FINAL  
SUBSEQUENT  
ENVIRONMENTAL IMPACT REPORT**  
to the  
**FINAL MASTER ENVIRONMENTAL IMPACT REPORT**  
for the  
**CENTRE CITY REDEVELOPMENT PROJECT AND  
ADDRESSING THE CENTRE CITY COMMUNITY PLAN AND RELATED  
DOCUMENTS**  
for the proposed  
**BALLPARK AND ANCILLARY DEVELOPMENT PROJECTS,  
AND ASSOCIATED PLAN AMENDMENTS**

**SCH No. 98121003**

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## PREFACE

This Final Subsequent Environmental Impact Report (SEIR) to the Final Master Environmental Impact Report (MEIR) for the Centre City Redevelopment Project and Addressing the Centre City Community Plan and Related Documents for the proposed Ballpark and Ancillary Development Projects and Associated Plan Amendments complies with all criteria, standards, and procedures of the California Environmental Quality Act (CEQA) of 1970, as amended (California Public Resources Code, § 21000, et seq.), the State CEQA Guidelines (California Code of Regulations, § 15000 et seq.), and the CEQA Guidelines adopted by the Redevelopment Agency of the City of San Diego (Document No. 1748, adopted June 1990). This SEIR was prepared to supplement the information in the MEIR prepared for the Centre City Redevelopment Project (Redevelopment Project) and the Centre City Community Plan and Related Documents (CCDC, 1992). The Final SEIR was certified on October 26, 1999 by the San Diego City Council and the San Diego Redevelopment Agency.

The Centre City Development Corporation (CCDC), acting as the agent of the Redevelopment Agency of the City of San Diego (Redevelopment Agency), distributed 391 copies of Volume I of the Draft SEIR, 231 copies of Volume II (Technical Appendices), and 225 copies of Volume III (Transportation Technical Reports) to government agencies, organizations, businesses, and individuals. Eleven (11) copies of the draft SEIR were sent to the State Clearinghouse along with the required Notice of Completion and Notice of Availability, which was also filed with the San Diego County Clerk. Simultaneously, a Notice of Availability of the Draft SEIR was published in the local newspaper. The draft SEIR was also available for review at the Administrative Offices of CCDC and at Public Libraries within the City of San Diego.

The 45-day public review period commenced on May 12, 1999 and concluded on June 25, 1999. Three public meetings were held to brief the public on the SEIR contents and the environmental process. These public meetings were held on May 19, 1999 in the San Diego City Council Chambers, on June 2, 1999 at the Christ United Presbyterian Church, and on June 9, 1999 in Balboa Park at the War Memorial Building.

During the public review period, 118 comment letters were received from public agencies, private organizations, and individuals. Copies of the letters along with written responses to each comment are included in Volumes IV and V of the SEIR. ~~—The City of San Diego Planning Commission, San Diego City Council, and the Redevelopment Agency will subsequently consider whether to certify the Final SEIR as complete in compliance with CEQA. The decision makers must consider all of the comments and response along with the SEIR in approving or disapproving the Proposed Activities. Public input is encouraged at any scheduled hearings for the Final SEIR. If the Proposed Activities are approved, a Notice of Determination shall be filed with the State Clearinghouse and the San Diego County Clerk.~~

The text of the Volume I of the SEIR has been modified in response to comments received during the public review. Other changes have been made to Volume I in order to provide clarification or to correct typographical errors in the Draft SEIR. Revisions are shown in ~~strikeout~~ to indicate text which has been deleted and underline to identify where text has been



added. The technical analysis contained in Volumes II and III of the SEIR have not been changed pursuant to comments raised during the public review period.

None of the changes which are made in the SEIR constitute information which would warrant recirculation of the SEIR under Section 15088.5 of the CEQA Guidelines as the changes do not constitute: (1) new significant environmental impacts not identified in the Draft SEIR, (2) a substantial increase in the severity of an environmental impact discussed in the Draft SEIR, (3) a feasible alternative or mitigation measure not included in the Draft SEIR and not included as a mitigation measure for the Proposed Activities.

Prior to certification, an Errata, dated October 26, 1999, was presented which provided additional information related to the Final SEIR. This Errata outlines new mitigation measures, refinements to mitigation measures contained in the Final SIER, and clarifications to the text of the Final SEIR. The Errata, which follows this Preface, describes these changes; the text of the Draft SEIR in Volume I has not been changed to reflect the information contained in the Errata.

A Mitigation Monitoring and Reporting Plan (MMRP) is in Section 14 of the Volume I of the SEIR. This MMRP applies to the Proposed Activities and includes the additional mitigation measures and revisions contained in the Errata dated October 26, 1999. As required by Section 15097 of the CEQA Guidelines, the MMRP provides the enforcement mechanisms for the mitigation measures identified in the SEIR. For each mitigation measure, the MMRP indicates: (1) the nature of the measure, (2) the timeframe associated with implementation, (3) the entity responsible for accomplishing the measure, and (4) the entity responsible for verifying that the measure is completed. For convenience, the MMRP in Section 14 summarizes those measures contained in the 1992 MEIR MMRP as they apply to the Proposed Activities.

The Final SEIR consists of the following five volumes:

Volume I: This volume contains the text of the Draft SEIR including changes made in response to comments as well as clarifications included by CCDC. Volume I also contains the Mitigation Monitoring and Reporting Plan (MMRP) for the Proposed Activities as well as this Preface and the Errata.

Volume II: The technical reports (with the exception of the traffic analysis) supporting the analysis in the SEIR are contained in this volume.

Volume III: The transportation technical reports supporting the analysis of the SEIR are contained in this volume.

Volume IV: This volume contains comment letters 0 through 18 and their respective responses.

Volume V: This volume contains comment letters 19 through 115 and their respective responses. Additionally, this volume contains a series of documents which were prepared in the course of responding to specific public comments.

**ERRATA**  
**to the Final SEIR for the**  
**Ballpark and Ancillary Development Projects,**  
**and Associated Plan Amendments**

**October 26, 1999**

This document identifies information which has come to light subsequent to the preparation of the Final SEIR for the Ballpark and Ancillary Development Projects and Associated Plan Amendments. This information falls into three primary categories: (1) new mitigation measures, (2) refinements to mitigation measures contained in the Final SEIR, and (3) clarifications to the text of the Final SEIR.

Most of the new mitigation measures are the result of continuing discussions with persons and organizations which commented on the Draft SEIR. Others were identified in the course of preparing Findings for the Proposed Activities. The new measures serve to further reduce environmental impacts. None of the new mitigation measures would result in any significant impacts in and of themselves. The new measures which are presented in this Errata will be integrated into the Findings and final Mitigation Monitoring and Reporting Plan (MMRP) for the Ballpark and Ancillary Development Projects. Any duplication between the new measures with the Final SEIR measures will be resolved in the course of preparing the final MMRP.

The revisions to the Final SEIR are editorial in nature, and are intended to clarify the original intent of the text. None of the revisions identify any new significant impacts or a substantial increase in the severity of previously identified environmental impacts.

In accordance with Section 15097 of the CEQA Guidelines, none of the revisions to the text of the Final SEIR or the additional mitigation measures would warrant recirculation of the Final SEIR for another public review period.

**NEW MITIGATION MEASURES**

In the course of conversations with the Environmental Health Coalition (EHC), a series of additional measures were agreed upon in a document identified as the "San Diego Padres Ballpark/Environmental Health Coalition Term Sheet". The measures contained in the "Term Sheet" and the impacts they are intended to reduce are listed below.

**Ballpark Project**

**Air Quality**

***Mitigation Measure E-1:*** The Environmental Health Coalition ("EHC") will be given the opportunity to comment upon the monitoring plan developed for purposes of Mitigation Measure E-2.

***Mitigation Measure E-2:*** VOC levels will be monitored with a PID throughout the course of the remediation, as specified in the Health and Safety Plan. Dust and particulate matter monitoring will be performed in various locations at the perimeter of the Ballpark footprint area during clean-ups, and may performed for specific contaminants if directed by the San Diego County Department of Health, as indicated in the Master Workplan for the East Village Redevelopment Area Environmental Remediation, Report Number 96E1456.8, August 19, 1999.

***Mitigation Measure E-3:*** The timing and remediation to minimize fugitive dust and VOC levels will be coordinated, including:

- With the exception of the area beneath the Ballpark, site remediation will be done sequentially rather than simultaneously to the extent determined feasible, defined as capable of being done, effected or accomplished in a successful manner, as reasonably determined by the Padres with respect to the Ballpark and Ancillary Development Projects, and CCDC, with respect to remediation of hazardous substances, in light of the project objectives, available technology, cost and other factors (“Feasible”);
- Trucks transporting contaminated soil will be covered and, to the extent determined Feasible, staged to minimize idling and exhaust;
- If, upon receipt of complaints from any party, the Site Safety Manager determines that the contaminated soil from ongoing remediation is particularly odorous, the Site Safety Manager will have the discretion to direct that remediation will be performed at night; and
- Remediation will be slowed or stopped during unfavorable weather conditions.

***Mitigation Measure E-4:*** EHC will have an opportunity to comment on the routes through the surrounding neighborhoods to be taken by trucks removing contaminated soil.

***Mitigation Measure E-5:*** Stockpiling of contaminated soil will be minimized.

***Mitigation Measure E-6:*** All stockpiles of contaminated soil must have a concrete or visquene base, and a visquene cover.

## **Water Quality**

***Mitigation Measure E-7:*** As a condition to the Ballpark Project other than Retail at the Park, all commercially reasonable efforts shall be undertaken to maximize pervious surfaces.

**Mitigation Measure E-8:** As a condition to the Ballpark Project other than Retail at the Park, Passive Infiltration or Retention Systems shall be incorporated into (i) the seating bowl and appurtenant structures of the proposed baseball facility (“Ballpark Structure”), (ii) the area between the Ballpark Structure and the curb line of the adjacent public street (“Ballpark Plaza”), and (iii) the Park at the Park. Passive Infiltration or Retention System means any one or more drainage or diversion systems which are designed to divert or capture runoff and cause it to flow through or over, and/or be retained in sand, soil, gravel, vegetation, catchment, french drains, or other materials for the purpose of removing or retaining pollutants. Passive Infiltration or Retention Systems for use with respect to surface parking lots will have capacity to accept a minimum of one-quarter inch of runoff. The Passive Infiltration or Retention Systems shall be incorporated as follows:

- All surface parking lots and all uncovered surfaces of structured parking lots will incorporate the Passive Infiltration or Retention Systems described in Exhibit 1 to the Errata to the Final SEIR dated October 26, 1999 (Errata).
- A turf strip designed to facilitate infiltration of runoff will be placed adjacent to the curb along the Ballpark Plazas on Park Boulevard and Tenth Avenue (with appropriate breaks for pedestrian traffic). Surface drainage from the adjacent Ballpark Plaza area shall be directed to, and flow through, such turf strip prior to reaching the curb and gutter along Park Boulevard and Tenth Avenue.
- All planters in the Ballpark Plazas will be designed to act as Passive Infiltration or Retention Systems without modification of current design grades in the Ballpark Plazas. The size and capacity of such planters shall be in the sole discretion of the Padres; and
- The EHC shall have the opportunity to comment on the Passive Infiltration or Retention Systems which are incorporated as described above.

**Mitigation Measure E-9:** As a condition to the Ballpark Project other than Retail at the Park, Ballpark Plazas will be swept and cleaned after every event. Any cleaners used in such cleaning shall comply with the Pollution Prevention Plan contained in Exhibit 2 of the Errata.

**Mitigation Measure E-10:** As a condition to the Ballpark Project other than Retail at the Park, all public streets within the Primary Plan Amendment Area (as described in Figure 4.3-3 of the FSEIR) will be swept after every event.

**Mitigation Measure E-11:** As a condition to the Ballpark Project other than Retail at the Park, water flow from the washdown of the Ballpark seating bowl and concourses will be directed to the sanitary sewer system through a diversion valve.

**Mitigation Measure E-12:** As a condition to the Ballpark Project other than Retail at the Park, a Pollution Prevention Plan consistent with Exhibit 2 of the Errata shall be adopted

and implemented and no revisions to that Pollution Prevention Plan will be made without prior consultation with EHC.

***Mitigation Measure E-13:*** As a condition to the Ballpark Project other than Retail at the Park, the EHC shall complete review of the proposed implementation of the Pollution Prevention Plan within 60 days prior to the first ballpark event and once per year thereafter.

***Mitigation Measure E-14:*** No permanent dewatering shall be conducted.

***Mitigation Measure E-15:*** Runoff protection will be provided for clean-up sites through the uses of berms and sumps to hold runoff water through use of grading.

***Mitigation Measure E-16:*** As a condition to the Retail at the Park and the Ancillary Development Projects, and to the maximum extent Feasible, the Padres, or its designated master developer, will cause all development to incorporate Passive Infiltration or Retention Systems and incorporate these systems into design standards. The foregoing obligations shall be subject to the following:

- Incorporation of Passive Infiltration or Retention Systems will not be required for development which has insufficient landscaped areas within which to locate such systems.
- Streetscape design standards will require turf strips of varying width between sidewalks and curbs to facilitate infiltration of runoff with appropriate breaks for a pedestrian traffic.

***Mitigation Measure E-17:*** As a condition to the Retail at the Park and the Ancillary Development Projects, during the planning stages of the Ancillary Development Projects and the Retail at the Park, and from time to time during the development of the Ancillary Development Projects and the Retail at the Park, the Padres, or its designated master developer, will meet and confer with EHC to discuss additional opportunities for incorporation of Passive Infiltration or Retention Systems into the Ancillary Development and Retail at the Park.

***Mitigation Measure E-18:*** As a condition to the Retail at the Park and the Ancillary Development Projects, all parking areas in the Retail at the Park and the Ancillary Development Projects will incorporate the Passive Infiltration or Retention Systems illustrated in Exhibit 1 of the Errata.

***Mitigation Measure E-19:*** As a condition to the Retail at the Park and the Ancillary Development Projects, with respect to City-owned parking lots the City will incorporate maintenance requirements for Passive Infiltration or Retention Systems into its contracts with parking lot operators. EHC will have the right to monitor compliance with such maintenance obligations.

***Mitigation Measure E-20:*** As a condition to the Retail at the Park and the Ancillary Development Projects, all parking lots will be regularly swept. A spill and leak control program will be implemented to remove major grease, oil and fuel spills from the parking lots prior to sweeping.

***Mitigation Measure E-21:*** As a condition to the Retail at the Park and the Ancillary Development Projects, no related, pollution-producing activities (such as car washing, use of cleaners not meeting specifications of Pollution Prevention Plan, etc.) shall be conducted on parking lots.

***Mitigation Measure E-22:*** As a condition of the Retail at the Park and the Ancillary Development Projects, a Pollution Prevention Plan analogous to Exhibit 2 to the Errata shall be implemented.

## **Hazardous Materials**

***Mitigation Measure E-23:*** As a condition to the Ballpark Project other than Retail at the Park, no petroleum hydrocarbon-bearing soil shall be reused in construction (as permitted in Section 5.2.3 of the Master Work Plan).

***Mitigation Measure E-24:*** Remediation of hazardous substances performed or caused to be performed will not utilize on-site thermal desorption or any other form of on-site incineration.

***Mitigation Measure E-25:*** The Site Safety Manager will have the authority to stop work, if necessary, as a result of any serious nuisance impacts that may be related to remediation of known (or discovery of unknown) contamination.

***Mitigation Measure E-26:*** The Safety Manager will refer complaints to the appropriate oversight agency.

***Mitigation Measure E-27:*** No contaminated soils will be shipped to treatment facilities operated by licensees with adverse compliance histories.

***Mitigation Measure E-28:*** The City will prepare a flier (notice document) that will:

- Describe the possible impacts that might result from the remediation effort;
- Describe the safety plan for dealing with those impacts;
- Outline the schedule for proposed activities; and
- Provide a hotline number and a contact person for any member of the public with questions or complaints.

The flier shall be distributed two weeks prior to the beginning of demolition by hand-delivery to all residences and businesses within the area bounded by Fourth Avenue, I-5, Commercial Street and Market Street. The flier shall also be distributed to the media and certain downtown resident groups and associations to be agreed upon by EHC and CCDC. The information will also be posted on the CCDC's web page. A community meeting shall be organized to describe and discuss the issues addressed in the flier prior to the onset of the remediation activities. The meeting time and place will be widely advertised.

***Mitigation Measure E-29:*** A process for community complaints, including work cessation, additional monitoring and evaluation, and implementation of control equipment, as needed, shall be established. EHC will be given an opportunity to comment on the process for response to community complaints prior to the start of clean-ups. A log will be kept of all comments, questions or complaints received on the hotline or in the mail.

***Mitigation Measure E-30:*** A monthly report will be prepared and distributed. The report will summarize comments or complaints which are received in a generic form indicating the basis of the complaint, the date the complaint was received, and an identification of the source of the complaint (a resident individual, an organization, or a government entity). This report will be mailed to the EHC, as well as to any other appropriate organization. Copies of the comments, questions and complaints log will be provided to EHC upon request.

## **Ancillary Development Projects**

### **Air Quality**

Mitigation Measures E-1 through E-6.

### **Water Quality**

Mitigation Measures E-14 through E-22.

### **Hazardous Materials**

Mitigation Measures E-24 through E-30.

In an effort to further define the incentives which will be offered to encourage people to use Qualcomm Stadium as a remote parking facility, the following mitigation measure will added to the final MMRP.

***Mitigation Measure E-31:*** The Padres and City, in conjunction with transit operators and local businesses, shall develop and implement an incentive program to encourage use of the

5,500 parking spaces at Qualcomm Stadium. Incentives to be considered shall include, but not be limited to, the following:

- “Kids ride free” program;
- Transit discount programs such as the “two-for-one” passes currently available to Compadres members;
- Discounts at restaurants and other businesses in and around the ballpark;
- Event ticket/transit/parking packages that will encourage parking at Qualcomm Stadium; and
- Tailgating and baseball-related activities (E-g., Pad Squad, player and celebrity appearances, give aways) at Qualcomm Stadium.

In order assure that light-sensitive uses in new ancillary development would be adequately protected from significant light exposure levels from ballpark field lights, the following mitigation measure will be added for Ancillary Development Projects:

***Mitigation Measure E-32:*** Prior to certificate of occupancy for any new development involving light-sensitive uses within the area depicted on Figure 5.6-1 of the SEIR, a detailed lighting study shall be conducted to determine the anticipated light levels which may occur within light-sensitive areas exposed to light from ballpark activities. The study shall define light attenuation techniques (e.g., black-out curtains) which will reduce overall maximum spill light levels to 2.5 foot-candles. These measures shall be incorporated into the light-sensitive use areas.

In the course of recent communications with the City’s Solid Waste Management Division, it was determined that the City is able to improve the entrance to the Miramar Landfill in order to avoid significant impacts identified in the FSEIR. In recognition of this fact, the following mitigation measure has been added.

***Mitigation Measure E-33:*** City will ensure that improvements will be made to the Miramar Landfill entrance facility, if access to the facility becomes inadequate, consistent with the City’s *Guide to Mitigating Impacts to Solid Waste Services*.

## **REVISIONS TO FINAL SEIR MITIGATION MEASURES**

In order to assure that the language of Mitigation Measure 5.5-1 conforms to the original text of the 1992 MEIR MMRP, the following revisions will be made:

***Mitigation Measure 5.5-1:*** As required by the City of San Diego Noise Ordinance and California Administrative Code (CAC) Title 24, all proposed residential units, hotels, and motels exposed to an exterior noise level of 60 dBA CNEL or greater, are required to have an interior acoustical analysis and implement appropriate mitigation measures to



ensure that the building design would limit interior noise to 45 dBA CNEL or below. Similar measures may be necessary to provide professional office and commercial business land uses with exterior and interior noise levels at or below 70 and 50 dBA CNEL, respectively. Site-specific acoustical analyses would be required to identify exact mitigation measures. Residential development within the 60 CNEL noise contour of Lindbergh Field will be required to do a site-specific noise study and implement appropriate mitigation measures to ensure that state and local exterior and interior noise standards are met.

In order to avoid the impression that historic structures would be exempt from retrofitting requirements to achieve adequate noise attenuation, Mitigation Measure 5.5-3 has been revised. Even with this change, however, property owners would continue to have the option of declining to accept retrofitting.

***Mitigation Measure 5.5-3:*** Prior to the first ballpark event, a detailed acoustic study shall be conducted to confirm the predictions of the long-term noise levels at noise sensitive uses within a two-block radius of the ballpark, which have been made in this SEIR. The study shall be used to determine noise attenuation measures to achieve the following interior noise levels: hotels (35 dBA), residences (35 dBA) and theaters (40 dBA). Attenuation measures at the ballpark shall include, but not be limited to, distributed speakers for the public address system and limitations placed on sound levels associated with various activities. Measures taken, with property owner's consent, at receptor locations may include, but are not limited, to dual-pane windows, ventilation improvements, sound walls and improved ceiling and wall insulation. In determining noise attenuation measures, emphasis shall be placed on reducing noise impacts at the ballpark rather than the receiver.

Necessary remedial measures shall be implemented, or otherwise assured to be implemented within one year to the satisfaction of the City Manager, before issuance of the certificate of occupancy for the ballpark.

Noise attenuation measures for designated historic resources shall be implemented consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties.

Mitigation Measure 5.3-5 has been revised as follows to conform to the new text of Mitigation Measure 5.5-3.

***Mitigation Measure 5.3-5:*** Noise attenuation measures for designated historic resources shall be implemented consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties.

## **REVISIONS TO FINAL SEIR TEXT**

In order to clear up confusion over the implication of changes in Level of Service F on the freeway system, the heading on Table 5.2-3 on page 5.2-13 of the SEIR has been revised to change the term

“delay” to “duration” to more clearly indicate the fact that the length of the rush hour period would increase rather than the length of a specific trip during rush hour.

**TABLE 5.2-3**  
**Caltrans District 11**  
**Freeway Segment Level of Service Definitions**

<b>LOS</b>	<b>V/C</b>	<b>Congestion/Duration</b>	<b>Traffic Description</b>
<i>(Used for freeways, expressways, and conventional highways)</i>			
A	<0.41	None	Free flow.
B	0.42-0.62	None	Free to stable flow, light to moderate volumes.
C	0.63-0.80	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted.
D	0.81-0.92	Minimal to substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver.
E	0.93-1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor.
<i>(Used for conventional highways)</i>			
F	>1.00	Considerable	Forced or breakdown flow. Delay measured in average travel speed (MPH). Signalized segments experience delays >60.0 seconds/vehicle.
<i>(Used for freeways and expressways)</i>			
F(0)	1.01-1.25	Considerable 0-1 hour delay	Forced flow, heavy congestion, long queues form behind breakdown points, stop and go.
F(1)	1.26-1.35	Severe 1-2 hour delay	Very heavy congestion, very long queues.
F(2)	1.36-1.45	Very Severe 2-3 hour delay	Extremely heavy congestion, longer queues, more numerous breakdown points, longer stop periods.
F(3)	>1.46	Extremely Severe 3+ hours of delay	Gridlock.

Source: CALTRANS 1992.

The following revision on page 5.11-11 is made to avoid the implication that the Plan Amendments would not result in same significant solid waste impacts as the Ballpark and Ancillary Development Projects.

Similar to the Ballpark and Ancillary Development Projects, impacts to public services associated with the Plan Amendments, with the exception of solid waste, would be reduced to below a level of significance through implementation of Mitigation Measures 5.11-1 through 5.11-4.

The following revision to page 6-11 is made to restore text which was mistakenly deleted in the Final SEIR.

Non-event traffic would also have a significant cumulative impact on the following CMP arterial segments:

- Harbor Drive between First Avenue and Eighth Avenue (Park Boulevard); and
- Harbor Drive between Crosby Street and Sampson Street.

The following revision to page 6-12 is made to restore text which was mistakenly deleted in the Final SEIR.

Event traffic would have a significant cumulative impact on the following CMP arterial segments:

- Harbor Drive between First Avenue and Eighth Avenue (Park Boulevard); and
- Harbor Drive between Crosby Street and Sampson Street.

The following revision to page 6-14 is made to restore text which was mistakenly deleted in the Final SEIR.

In addition, incentives to use mass transit associated with Mitigation Measure 5.2-11 as well as parking management required by Activity-Specific Mitigation Measures 5.2-12 and 5.2-13 would help reduce the parking demand associated with a ballpark event.

The following revision to page 6-15 is made to assure that the discussion conforms to the rest of the SEIR regarding the number of historic structures which would experience significant impacts which may not be fully mitigated.

Application of Mitigation Measure 5.3-1 (MMRP E-1), 5.3-4, and 5.3-9 would reduce but not fully mitigate long-term significant impacts to cultural resources. The only measures that could potentially reduce significant impacts to below a level of significance are preservation and/or relocation of impacted resources. Impacts to three of the seven historic structures within the Ballpark Project Area were considered significant and unmitigable. Preservation and/or relocation may not be possible for other future developments in the Centre City Redevelopment Project Area. The significant, unmitigable impacts to cultural resources associated with the Proposed Activities in combination with those of potential future developments could result in a cumulatively significant and unmitigated impacts to historic resources.

The following revision to page 10-48 is made to move a statement inadvertently included in the Final SEIR under air quality to the light/glare discussion.

As with noise, the Mission Valley site would avoid light impacts in Centre City East and locate the ballpark in an area where field lighting at Qualcomm Stadium is already affecting existing development around the potential ballpark site. The Mission Valley site would avoid cumulative impacts on regional observatories by eliminating the proposed ballpark as a second regional sports facility. However, as discussed in Section 5.6, the lighting design of the new ballpark would be much more effective in decreasing light pollution than the existing lighting at Qualcomm Stadium. Thus, the lighting impacts could actually be less in some areas than related to ballgames currently held at Qualcomm Stadium. Light levels affecting existing uses to the west would, however, increase over that presently experienced.

The Event Management Transportation Plan (Exhibit 3), has been modified to accommodate a request from MTDB to include specific provisions for bus access and interim improvements to trolley stops. In addition, the Plan provides more guidance on the process for preparing the Event Transportation Management Plan as well as the mechanisms which will be created to provide public input on the content of the Plan.

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## **1.0 EXECUTIVE SUMMARY**

### **1.1 INTRODUCTION**

This summary provides a brief synopsis of the major elements of this Subsequent Environmental Impact Report (SEIR). A brief summary of the Proposed Activities is provided. The results and conclusions of the environmental analysis of the Proposed Activities are summarized in a series of tables. The alternatives to the Proposed Activities are summarized including a table comparing the environmental impacts of the alternatives with those of the Proposed Activities. A comparison of the environmental impacts of implementation of the Centre City Redevelopment Project with and without the Proposed Activities is provided. Lastly, the environmental issues which are expected to be the subject of public controversy are summarized.

By necessity, this summary does not contain the extensive background and analysis found in the SEIR. Therefore, the reader should review the entire document to fully understand the project and its impacts.

### **1.2 DESCRIPTION OF PROPOSED ACTIVITIES**

The Proposed Activities would implement the terms of a Memorandum of Understanding (MOU) between the City of San Diego, The Redevelopment Agency of the City of San Diego, Centre City Development Corporation and the San Diego Padres, and subsequently, approved by the voters on November 3, 1998 in the form of Proposition C.

The Proposed Activities would occur within the southern portion of the Centre City East area (also known as East Village) of downtown San Diego. In general, the area of the Proposed Activities lies between Sixth Avenue, Market Street, Interstate 5 and Commercial Avenue/Harbor Drive.

The Proposed Activities consist of three basic activities: (1) Ballpark Project, (2) Ancillary Development Projects, and (3) Plan Amendments.

The central element of the Ballpark Project would be a new baseball park. The ballpark would be used for San Diego Padres baseball games as well as for other events such as concerts, public gatherings, and convention-related activities. The Ballpark Project would include related activities including a park area (Park at the Park), sports-oriented retail and entertainment center (Retail at the Park), parking facilities and infrastructure improvements (e.g., roads). The Park at the Park would be designed to serve as a park for the surrounding community, and would also provide views of the playing field which would increase the effective capacity of the ballpark to 46,000 people. The Retail at the Park would include 200,000 square feet of retail/entertainment uses on the first two floors with up to 200,000 square feet of professional office space on the upper floors. A total of 2,383 parking spaces would be provided in a combination of surface and structure parking constructed as part of the Ballpark Project. The most notable infrastructure

improvement would be a new diagonal street (Park Boulevard) which would replace Twelfth Avenue at K Street and create a new connection point on Harbor Drive.

The Ancillary Development Projects would be developed around the Ballpark Project. Although the MOU allows for flexibility in the ultimate type of development and the traffic analysis completed for the SEIR assumed a higher maximum intensity for the sake of analysis, the first phase of the ancillary development is expected to include at least 850 hotel rooms, 600,000 square feet of office buildings, and at least 150,000 square feet of retail development. The first phase would be completed concurrently with the Ballpark Project.

As a ballpark was not envisioned for the Centre City East area, a series of Plan Amendments to the Centre City Redevelopment Plan, Community Plan and Planned District Ordinance as well as other related plans and policies are proposed to accommodate the Ballpark and Ancillary Development Projects.

### 1.3 ENVIRONMENTAL ANALYSIS

This SEIR focuses on the impacts associated with the proposed Ballpark and Ancillary Development Projects as well as the associated Plan Amendments. The SEIR is intended to supplement the MEIR which was prepared for the Centre City Redevelopment Project and Community Plan in 1992.

Table 1.1 summarizes the significant, direct environmental impacts which would occur from implementation of the Proposed Activities. Proposed mitigation measures are summarized for each impact and a conclusion is made as to whether the mitigation measures would be able to reduce the impacts to below a level of significance. The table distinguishes whether the impact would be related to the Ballpark and/or Ancillary Development Projects, and also indicates for which activity the mitigation measure would be required. The reader should review the detailed discussions in Section 5.0 of the SEIR to obtain more information supporting this summary table.

Table 1.2 summarizes the significant, cumulative environmental impacts which would occur from implementation of the Proposed Activities.

### 1.4 ALTERNATIVES

Alternatives to the Proposed Activities are evaluated in Section 10.0 of this SEIR in terms of their ability to meet most of the primary objectives of the Proposed Activities, and eliminate or further reduce their significant environmental effects. Based on these parameters, the following alternatives are considered: (1) No Project: No Development; (2) No Project: Development According To The Current Centre City Redevelopment Plan, Community Plan and PDO; (3) ParkBayDiagonal; (4) Relocated Ballpark; (5) North Embarcadero; (6) Chula Vista Bayfront; and 6) Mission Valley.

A comparison of the impacts of the alternatives in relationship to the Proposed Activities is provided in Table 1-3. A brief description of the alternatives follows.

#### **1.4.1 No Project/No Development Alternative**

This alternative evaluates the potential effects of maintaining the status quo in the area of the Proposed Activities. Under the No Project: No Development alternative, the proposed Plan Amendments would not be adopted and no further development would occur within the area of the Proposed Activities. The land uses within the area of the Proposed Activities would reflect those which exist today.

#### **1.4.2 No Project/Development According To The Existing Plan Alternative**

This alternative assumes that the area of the Proposed Activities develops under the current land use designations. Under this alternative, no ballpark would be built and redevelopment would continue in accordance with the current Centre City Planned District Ordinance, Community Plan, Redevelopment Plan and related planning policy documents. This alternative would retain the current street grid pattern.

#### **1.4.3 ParkBayDiagonal Alternative**

This alternative was conceived by a citizen group known as the ParkBayDiagonal Collaborative. The underlying goal of the ParkBayDiagonal Alternative is to allow development around the ballpark to occur independent of the ballpark, and not be required to meet tax revenue-guarantees. Unlike the Proposed Activities, the ParkBayDiagonal Alternative would not mandate a specific ancillary development program schedule or tax-revenue generation.

The ParkBayDiagonal Alternative would be similar to the Proposed Activities in that it proposes similar elements including a 42,000-seat ballpark and open plaza/park area beyond the outfield fence, ~~and~~ would construct a new diagonal street to connect Twelfth Avenue to Harbor Drive northwest of its existing intersection with Eighth Avenue, and up to 2,400 subterranean parking spaces beneath the diagonal. However, the ballpark and diagonal street would be in different locations than the Proposed Activities. The ballpark would be located approximately two blocks east of the proposed ballpark site. The new diagonal street would be located on the west side of the ballpark, and would have a wide pedestrian median which would include pedestrian and bicycle paths, kiosks and small retail shops.

#### **1.4.4 Relocated Ballpark Alternative**

This alternative would relocate the ballpark to the general location suggested by the ParkBayDiagonal Collaborative but would include concurrent ancillary development to conform to the Memorandum of Understanding and the financing needs of the ballpark. The Relocated Ballpark alternative would retain the basic three elements of the Proposed Activities: Ballpark Project, Ancillary Development Projects and Plan Amendments.



### **1.4.5 North Embarcadero Alternative**

Under this alternative, a similar sized ballpark including park and retail components would be developed on a portion of the Navy's Broadway Complex property. More specifically, the site would extend from Broadway on the north to Harbor Drive on the south, and from the promenade along the bulkhead on the west to Pacific Highway on the east. The entire parcel is owned by the U.S. Navy, and currently forms part of the Naval Supply Center Complex.

### **1.4.6 Chula Vista Bayfront Property Alternative**

The City of Chula Vista identified three individual sites for a ballpark within its Bayfront Redevelopment Area. These sites are referred to as the Midbayfront, Tidelands and B.F. Goodrich sites. The City's Bayfront Redevelopment Area covers approximately 790 acres of land between Interstate 5 and the San Diego Bay between the northern City Limits and Palomar Avenue.

Development of a ballpark at any of the three Chula Vista Bayfront sites would entail a similar development program. The ballpark would accommodate approximately 42,500 persons. As parking opportunities are generally absent in the vicinity of the Chula Vista Bayfront sites, an extensive parking program would likely be required including a combination of surface and structured parking. Roadway improvements would also be required to serve the future ballpark.

In order to meet the Padres' goal of providing a wide variety of family entertainment opportunities associated with the ballpark, the area around the ballpark would be developed with retail and dining opportunities to complement baseball game activities. In the absence of specific plans, it is assumed that this development would be similar to the Park at the Park and Retail at the Park contemplated by the proposed Ballpark Project.

### **1.4.7 Mission Valley Alternative**

Under this alternative, a ballpark would be constructed south of Friars Road and west of Northside Drive in an area which lies immediately west of Qualcomm Stadium. The size of the ballpark would be comparable to the proposed ballpark. In addition, a park along with sports-related retail would be developed beyond the outfield fence in the same manner as the proposed Ballpark Project. Due to the proximity to Qualcomm Stadium, parking would be expected to be provided by the parking lot surrounding the stadium.==

Although the Mission Valley site is the environmentally-superior alternative site which achieves the objective of building a new ballpark as well as maximizing the use of roadway, transit, and parking improvements already in place at Qualcomm Stadium, the Mission Valley site would not achieve the goals of encouraging redevelopment in downtown San Diego. In addition, the Mission Valley site does not provide the financing tools.

## **1.5 RELATIONSHIP TO THE MEIR**

As this SEIR is intended to supplement the MEIR for the Centre City Redevelopment Plan and Community Plan, the conclusions of this SEIR affect the conclusions of the MEIR because the original Redevelopment Project would be changed to include the Ballpark and Ancillary Development Projects. With this change comes impacts which would not have been considered by the MEIR. In addition, changes in the circumstances under which the Redevelopment Project would be implemented have occurred since the MEIR prepared. These changes include new regulations and interpretations associated with the California Environmental Quality Act as well as changed conditions within the Redevelopment Project Area. Table 1.4 compares the environmental effects of the Centre City Redevelopment Project with and without the proposed Ballpark and Ancillary Development Projects. A full description of the relationship of the Proposed Activities to the MEIR can be found at the end of each environmental issue discussion in Section 5.0 and at the end of the cumulative impacts discussion in Section 6.0.

## **1.6 AREAS OF CONTROVERSY**

A variety of environmental impacts are identified in Sections 5.0 and 6.0 of this SEIR. However, there are specific environmental impacts which are anticipated to be of particular concern to the public. These issues and the section where a full discussion can be found are summarized below.

### **1.6.1 Parking (Section 5.2)**

The demand for parking spaces generated by large crowds attending ballpark events would exceed the available supply on weekday afternoons as well as Friday and Saturday evenings. Increased competition for parking spaces in the vicinity of the Gaslamp Quarter would be of particular concern on Friday and Saturday evenings when parking demand is already exceeding supply. In addition to competition for Gaslamp Quarter, Convention Center, and ballpark parking, during concurrent events, the shortage and cost of parking may encourage ballpark event parking in surrounding residential neighborhoods which would adversely impact these neighborhoods.

### **1.6.2 Traffic (Section 5.2)**

Increases in traffic which would occur from the Ancillary Development Projects in combination with event traffic at the ballpark would worsen traffic congestion which is anticipated in the downtown area, particularly at freeway access points.

### **1.6.3 Loss of Historic Structures (Section 5.3)**

The proposed Ballpark and Ancillary Development Projects would impact significant historic structures.

### **1.6.4 Noise and Light from Ballpark Events (Sections 5.5 and 5.6)**

Events at the ballpark would generate significant noise levels which would disrupt activities in noise-sensitive uses (e.g., residences, hotel rooms and theaters) within a two-block radius of the ballpark. Similarly, field lighting would spill into the area within four blocks of the ballpark. Light intrusion would interfere with sleep activities in residences and hotel rooms facing the ballpark as well as performances in a nearby theater.

### **1.6.6 Homeless Impacts (Section 5.12)**

Implementation of the Ballpark and Ancillary Development Projects would displace the homeless population which is currently using the proposed development area for unauthorized shelter during the evening as well as daytime activities. Displaced homeless ~~would~~ move into surrounding areas. Affected areas could experience problems associated with loitering, improper public sanitation and an increase in criminal activities.

## **1.7 UNRESOLVED ISSUES**

Due to a variety of factors (e.g., lack of information, inability to implement mitigation, etc.), the following major issues are unresolved.

### **1.7.1 Traffic (Section 5.2)**

Traffic congestion in the downtown area is largely the result of congestion on the freeway system serving downtown. Poor levels of service on the freeways delay access to the freeway from downtown surface streets connecting to freeway ramps. As a result, congestion occurs on surface streets which would otherwise be able to handle traffic volumes. A comprehensive roadway improvement program is required to solve freeway congestion. As no such plan exists, surface street congestion caused by freeway deficiencies is considered unresolved.

### **1.7.2 Historic Structures (Section 5.3)**

As discussed in Section 5.3, a recent court decision has indicated that, in some cases, written and photographic documentation may not be sufficient to reduce impacts to historic buildings to below a level of significance. Focused historic evaluations have ~~not~~ been completed on all the significant historic structures which would be impacted by the Ballpark and Ancillary Development Projects. ~~In the absence of this information as well as the identity of specific structures impacted by future ancillary development,~~ The SEIR concludes that impacts to historic structures would be unmitigated.

### **1.7.3 Homeless (Section 5.12)**

Problems with, and the general lack of effective solutions for, providing for the homeless and controlling the undesirable activities of the homeless have plagued downtown areas across the

nation for decades. Furthermore, accurate predictions as to the likely response of the homeless to construction of the Ballpark and Ancillary Development Projects is not possible. Consequently, issues related to impacts of the Ballpark and Ancillary Development Projects are considered unresolved.

**TABLE 1-1**  
**Summary of Significant Direct Impacts and Proposed Mitigation Measures**

Significant Direct Impact(s)	Activity	Mitigation Measures(s)	Activity	Significance After Mitigation
<b>Land Use/Planning</b>				
Light from events held at the ballpark and Park at the Park would disturb the sleep of hotel guests and residents as well as interrupt theater performances within a four-block radius of the ballpark.	B	<p>All new developments, except the ballpark, Park at the Park and dedicated ballpark parking lots, require lighting plans and require that lighting sources shall be directed downwards and/or shielded. (MM 5.6-1) (MMRP A.1.3)</p> <p>Luminaires used in field lighting towers shall contain glare control optics and accessories to minimize the impact to the surrounding areas. (MM 5.6-2)</p> <p>A detailed lighting study shall be conducted to assess spill and glare impacts of the field lights on surrounding <u>four-block areas</u>. This shall include quantifying spill and glare, <del>and</del> <u>identifying light-sensitive activities in the surrounding area, and implementing measures to achieve the established standards.</u> (MM 5.6-3)</p> <p>Building-mounted lighting shall only light the intended object. (MM 5.6-4)</p> <p>Open-sided parking structures shall use cutoff luminaires <u>or shielding</u>, and lighting in parking lots shall be circuited to reduce levels when security risks are low. (MM 5.6-5)</p> <p>All exterior signage immediately adjacent to sleeping quarters shall be shut off at 10:00 p.m. or within 30 minutes after an event that runs past 10:00 p.m., whichever is later. (MM 5.6-6)</p> <p>A detailed lighting study shall be conducted to assess glare impacts from <u>ballpark field light reflection off building facades onto surrounding roadways and intersections.</u> This shall include <u>field light measurements, calculation of glare ratings, identification of attenuation measures, and implementation of measures to achieve the established standards.</u> (MM 5.6-7)</p>	<p>B</p> <p>B</p> <p>B</p> <p>B</p> <p>B</p> <p>B</p> <p><u>A</u></p>	<p><u>SNM</u><sup>1</sup></p>
Ballpark field light reflection off building facades in the ancillary development onto the surrounding roadways and intersections would result in glare impacts.	<u>A</u>			<u>SM</u>
Noise from ballpark and Park at the Park activities including crowd noise, public address systems, and concerts would disrupt sleep patterns and theater performances associated with noise-sensitive uses within a two-block radius.	B	<p>Detailed acoustic studies shall be completed for all noise-sensitive uses within a two-block radius of the ballpark to identify noise attenuation measures required to reduce interior noise levels to the <u>established standards.</u> <del>acceptable levels.</del> Noise attenuation measures shall be completed prior to the first ballpark event. (MM 5.5-3)</p> <p>For concerts, a maximum sound level of 95 dB Leq shall be maintained at the sound board. (MM 5.5-4)</p>	<p>B</p> <p>B</p>	<p><u>SNM</u><sup>1</sup></p>

TABLE 1-1

Significant Direct Impact(s)	Activity	Mitigation Measures(s)	Activity	Significance After Mitigation
	<u>A</u>	<u>All residential, hotel, business commercial, and professional office uses shall comply with the City of San Diego Noise Ordinance for interior noise levels. (MM 5.5-1)</u>	<u>A</u>	
	<u>A</u>	<u>Noise attenuation measures to reduce exterior noise levels to the interior noise level in compliance with the City Noise Ordinance shall be incorporated into development design. (MM 5.5-2)</u>	<u>A</u>	
<u>Relocation-Displacement</u> of the homeless during and after construction into adjacent areas would increase public sanitation concerns and crime.	B/A	An advisory committee shall be established to identify <del>the impacts</del> <u>the response of the homeless displacement caused by the Ballpark and Ancillary Development Projects and make recommendations for dealing with potential problems. (MM 5.12-3)</u>  The Homeless Outreach Team shall be expanded, or otherwise modified, to <u>meet identified needs in the area around the Ballpark and Ancillary Developments and adjacent communities. (MM 5.12-4)</u>	B/A	SNM
Post-game fireworks after 10:00 p.m. would impact sleep in surrounding hotels and residences.	B	<u>No mitigation measures are available. Fireworks displays at baseball events shall be limited to three 30-minute displays during the baseball season. fireworks displays may occur on specified holidays as well as Friday and Saturday evenings, and theatrical fireworks displays of no more than 30 seconds duration will be allowed following home-team victories and home runs at each baseball event. (MM 5.5-5)</u>	B	SNM
<u>Perceived</u> <del>Anticipated</del> shortage of available parking in the vicinity of the ballpark and its cost would result in event parking in surrounding residential neighborhoods resulting in competition for street parking and noise and litter associated with people walking through these neighborhoods.	B	An Event Transportation Management Plan shall be adopted and implemented. (MM 5.2-9)  <u>In addition to the 2,383 dedicated parking spaces included within the ballpark, 5,500 additional dedicated ballpark parking spaces shall be provided at Qualcomm Stadium. (MM 5.2-10)</u>  <u>An incentive to encourage ballpark service employees as well as fans to use transit (bus and/or trolley) or remote parking with shuttle service to ballpark shall be implemented. (MM 5.2-11)</u>  A Downtown Parking Management Plan shall be adopted and implemented. (MM 5.2-12)  A Neighborhood Parking Plan shall be adopted and implemented. (MM 5.2-13)	B  B  B  <u>B</u>  <u>B</u>	SM

TABLE 1-1

[illegible]



**TABLE 1-1**  
**Summary of Significant Direct Impacts and Proposed Mitigation Measures (Continued)**

Significant Direct Impact(s)	Activity	Mitigation Measures(s)	Activity	Significance After Mitigation
		<p>reasonable contingencies, provided the cost does not exceed \$3,000,000.00.</p> <p><u>All exterior treatment shall conform with the Secretary of the Interior's Standards. (MM 5.3-6)</u></p> <p><u>If feasible, Station A shall be partially reconstructed on a site to be determined after the site for the Showley Brothers Candy Factory Building has been selected. Two facades are being considered for reconstruction. (MM 5.3-7)</u></p> <p><u>Prior to demolition of any portion of historic structures, a salvage and reuse plan shall provide for reuse of materials in development of the new structures or be made available for use in rehabilitation projects in the San Diego region. (MM 5.3-9)</u></p> <p><u>Design criteria shall be adopted to ensure compatibility of ancillary development with the character of the area and the retained buildings. (MM 5.3-11)</u></p>	<p><u>B</u></p> <p><u>B</u></p> <p><u>A</u></p>	
Elimination of potential land for housing in the proposed development area would conflict with the goals of the Centre City Redevelopment Plan, Community Plan and Planned District Ordinance to promote housing within Centre City East.	B/A	No <u>feasible</u> mitigation measures are available.	B/A	SNM
Long walls associated with the ballpark facing Seventh Avenue and the Martin Luther King Jr. Promenade would conflict with the street level design standard of the Centre City Community Plan and Planned District Ordinance.	B	Proposed Plan Amendments would eliminate conflicting design standards.	B	SM
<b>Transportation, Circulation, Access, and Parking</b>				
Traffic associated with the Ballpark and Ancillary Developments would result in significant impacts to freeway segments as well as freeway ramps.	B/A	<p>A Freeway Deficiency Plan shall be prepared by the City, SANDAG, and Caltrans which identifies short-term and long-term road improvements and other techniques to reduce traffic on the freeway system serving the Centre City area. (MM 5.2-2)</p> <p>Caltrans shall evaluate and adjust the flow rates, <u>if feasible</u>, at downtown freeway ramps on an annual basis <del>to balance wait times</del>. (MM 5.2-4)</p> <p>Weekday afternoon ballgames shall not start between the hours of 1:05 p.m. and 3:30 p.m. (MM 5.2-8)</p> <p>An Event Transportation Management Plan shall be adopted and implemented. (MM 5.2-9)</p>	<p>B/A</p> <p>--</p> <p>B</p> <p>B</p>	<p>SNM<sup>3</sup></p>



**TABLE 1-1**  
**Summary of Significant Direct Impacts and Proposed Mitigation Measures (Continued)**

Significant Direct Impact(s)	Activity	Mitigation Measures(s)	Activity	Significance After Mitigation
Traffic associated with ballpark events would result in significant impacts to specific intersections in the downtown area.	B/A	Roadway improvements identified in the MEIR shall be implemented on an as needed basis according to an evaluation of the Centre City street system completed annually. (MM 5.2-1) Improvements would be made at impacted intersections including widening, signalization and restriping. (MM 5.2-3, 5.2-6 and 5.2-7) <u>An Event Transportation Management Plan shall be adopted and implemented. (MM 5.2-9)</u>	B/A  <u>B</u>	<u>SNM<sup>2</sup></u>
Parking demand associated with ballpark events would exceed the available supply on weekday afternoons and weekend evenings.	B	<u>5,500 additional dedicated parking spaces would be provided at Qualcomm Stadium to meet the amount of parking demand which would not be met by the dedicated spaces included in the current Ballpark Project. (MM 5.2-10)</u> Incentives shall be offered to ballpark employees and fans to use mass transit or remote parking facilities. (MM 5.2-11)	B  <u>B</u>	SM
Perceived <del>Anticipated</del> shortage of available parking in the vicinity of the ballpark and its cost would result in event parking in surrounding residential neighborhoods resulting in competition for street parking and noise and litter associated with people walking through these neighborhoods.	B	An Event Transportation Management Plan shall be adopted and implemented. (MM 5.2-9) A Downtown Parking Management Plan shall be adopted and implemented. (MM 5.2-12) A Neighborhood Parking Plan shall be adopted and implemented. (MM 5.2-13)	B  B  B	SM
Traffic on neighborhood streets would increase with the Ballpark <del>and Ancillary Development Projects.</del>	B/A	An Event Transportation Management Plan shall be adopted and implemented. (MM 5.2-9)	B	<u>SNM<sup>2</sup></u>
<u>Traffic on neighborhood streets would increase with Ancillary Development Projects.</u>	<u>A</u>	<u>A Freeway Deficiency Plan shall be prepared by the City, SANDAG, and Caltrans which identifies short-term and long-term road improvements and other techniques to reduce traffic on the freeway system serving the Centre City area. (MM 5.2-2)</u>	<u>A</u>	<u>SNM<sup>2</sup></u>
Transit demand generated by ballpark events would exceed the capacity of the San Diego Trolley on specific lines.	B	MTDB <del>and NCTD</del> shall provide additional transit services as required. (MM 5.2-5 and 5.2-14)	B	SM
Demand for parking along one of the trolley lines would exceed the overall supply in parking areas serving the trolley stations along the impacted line.	B	<u>5,500 additional parking spaces would be provided at Qualcomm Stadium to meet the parking demand for persons using the trolley to access the ballpark. (MM 5.2-10)</u> <u>No mitigation measures are available.</u>	B	SNM

TABLE 1-1

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**TABLE 1-1**  
**Summary of Significant Direct Impacts and Proposed Mitigation Measures (Continued)**

Significant Direct Impact(s)	Activity	Mitigation Measures(s)	Activity	Significance After Mitigation
One known significant archaeology site would be impacted. Undiscovered significant archaeology resources could be impacted.		<u>All exterior treatment shall conform with the Secretary of the Interior's Standards. (MM 5.3-6)</u>	<u>B</u>	
		<u>If feasible, Station A shall be partially reconstructed on a site to be determined after the site for the Showley Brothers Candy Factory Building has been selected. Two facades are being considered for reconstruction. (MM 5.3-7)</u>	<u>B</u>	
		<u>Two permanent interpretive displays shall be located in the Ballpark Project on the (1) history of the surrounding area, and (2) history of baseball in San Diego. (MM 5.3-8)</u>	<u>B</u>	
		<u>Prior to demolition of any portion of historic structures a salvage and reuse plan shall provide for reuse of materials in development of the new structures or be made available for use in rehabilitation projects in the San Diego region. (MM 5.3-9)</u>	<u>A</u>	
		<u>Design criteria shall be shall be adopted to ensure compatibility of new infill development within the Ancillary Development Projects Area with the character of the area and the retained buildings. (MM 5.3-12)</u>	<u>A</u>	
	B/A	<u>A qualified archaeologist shall monitor all excavation and grading activities. If resources are encountered, grading shall be halted and an archaeological testing program to record, collect, evaluate, and archive the resources will be initiated. A representative sample of the collection along with testing report shall be deposited into a local repository for retention and curation. A copy of the testing report shall be deposited with the California Historical Resources Regional Information Center. (MM 5.3-10) (MMRP E.2.1)</u>	B/A	SM
	<u>B/A</u>	<u>Archaeological resources shall be preserved <i>in situ</i> whenever feasible. If preservation is not feasible, a data recovery program shall include recordation of artifacts, controlled removal of materials, an assessment of their importance prepared, curation of a representative sampling, and testing report to be deposited with the California Historical Resources Regional Information Center and a local repository for retention and curation. (MM 5.3-11)</u>	<u>B/A</u>	

**TABLE 1-1**  
**Summary of Significant Direct Impacts and Proposed Mitigation Measures (Continued)**

Significant Direct Impact(s)	Activity	Mitigation Measures(s)	Activity	Significance After Mitigation
<b>Aesthetics/Visual Quality</b>				
Views of the San Diego-Coronado Bay Bridge at the end of Seventh, Eighth and Ninth Avenues would be blocked by structures.	B/A	No <u>feasible</u> mitigation measures are available.	<u>B/A</u>	SNM
The ultimate design of the Retail at the Park along J Street could result in a significant visual impact on the surrounding area.	B	Final plans would be reviewed and approved by the CCDC Board of Directors to assure conformance with identified design criteria in the <u>Centre City PDO</u> . (MM 5.4-12)	B	SM
Street walls and signage locations would significantly conflict with current Community Plan and PDO design standards.	B/A	Proposed Plan Amendments would eliminate conflicting design and signage standards.	B/A	SM
Signage associated with the ballpark would significantly impact visual quality of the surrounding area from where the signs would be visible.	B	<del>No feasible measures were identified.</del> Conformance with the City's Sign Ordinance, preparation of a comprehensive sign plan, or creation of a special sign district in accordance with the City's Sign Ordinance. (MM 5.4-2)	<u>B/A</u>	SNM
Ancillary development architecture may contrast with the scale, height, and bulk, and setback of the surrounding community.	A	Final plans would be reviewed and approved by the CCDC Board of Directors to assure conformance <del>in accordance</del> with identified design criteria. (MM 5.4-3)	A	SM
<b>Noise</b>				
Post-game fireworks after 10:00 p.m. would impact sleep in surrounding hotels and residences.	B	<del>No mitigation measures are available.</del> Fireworks displays at baseball events shall be limited to three 30-minute displays during the baseball season. Fireworks displays may occur on specified holidays as well as Friday and Saturday evenings, and theatrical fireworks displays of no more than 30 seconds duration will be allowed following home-team victories and home runs at each baseball event. (MM 5.5-5)	B	SNM
Noise during events in the ballpark and the Park at the Park related to public address announcements, cheering, amplified music, and pedestrian activities around the ballpark would impact noise-sensitive residential, hotel and theater uses within a general two-block radius of the ballpark.	<u>B/A</u>	All residential, hotel, business commercial, and professional office uses shall comply with the City of San Diego Noise Ordinance for interior noise levels. (MM 5.5-1) Noise attenuation measures to reduce exterior noise levels to the interior noise level in compliance with the City Noise Ordinance shall be incorporated into development design. (MM 5.5-2)	<u>B/A</u>	SNM <sup>1</sup>
	B	Detailed acoustic studies shall be completed for all noise-sensitive uses within a two-block radius of the ballpark to identify noise attenuation measures required to reduce interior noise levels to the established <del>standard</del> <del>acceptable</del> levels. Noise attenuation measures shall be completed prior to the first ballpark event. (MM 5.5-3)	B	



**TABLE 1-1**  
**Summary of Significant Direct Impacts and Proposed Mitigation Measures (Continued)**

Significant Direct Impact(s)	Activity	Mitigation Measures(s)	Activity	Significance After Mitigation
		For concerts, a maximum sound level of 95 dB Leq shall be maintained at the sound board. (MM 5.5-4)	B	
<b>Light/Glare</b>				
Spill light from field lighting associated with the ballpark would impact sleeping activities within residences and hotels within a general four-block radius. Evening theater performances within this radius would also be impacted.	B/A	All new developments, except the ballpark, Park at the Park and dedicated ballpark parking lots, require lighting plans and requires that lighting sources shall be directed downwards and/or shielded. (MM 5.6-1) (MMRP A.1.3)	B/A	SNM <sup>1</sup>
		Luminaires used in field lighting towers shall contain glare control and accessories to minimize the impact to the surrounding areas. (MM 5.6-2)	B	
		A detailed lighting study shall be conducted to assess spill and glare impacts of the field lights on surrounding areas. This shall include quantifying spill and glare, and identifying light sensitive activities in the surrounding area, and implementing measures to achieve established standards. (MM 5.6-3)	B	
		Building-mounted lighting shall only light the intended object. (MM 5.6-4)	B	
		Open-sided parking structures shall use cutoff luminaires or shielding, and lighting in parking lots shall be circuited to reduce levels when security risks are low. (MM 5.6-5)	B	
		All exterior signage immediately adjacent to sleeping quarters shall be shut off at 10:00 p.m. or within 30 minutes after an event that runs past 10:00 p.m. (MM 5.6-6)	B	
Glare light from field lighting could interfere with the operation of motor vehicles within a general four-block radius.	B	Luminaires used in field lighting towers shall contain glare control and accessories to minimize the impact to the surrounding areas. (MM 5.6-2)	B	SM
		A detailed lighting study shall be conducted to assess spill and glare impacts of the field lights on surrounding areas. This shall include quantifying spill and glare, and identifying light sensitive activities in the surrounding area and area implementing measures to achieve established standards. <del>Light attenuation measures identified in the Study shall be implemented.</del> (MM 5.6-3)	B	

**TABLE 1-1**  
**Summary of Significant Direct Impacts and Proposed Mitigation Measures (Continued)**

Significant Direct Impact(s)	Activity	Mitigation Measures(s)	Activity	Significance After Mitigation
Reflection of ballpark field lights off the facade of ancillary development could result in significant glare on surrounding roadways.	A	For any building which could reflect ballpark field lights, a detailed lighting study to assess glare impacts on the surrounding roadways and intersections shall be required and appropriate reflection control measures shall be implemented. (MM 5.6-7)	A	SM
<b>Air Quality</b>				
Emissions generated by traffic associated with the proposed Ballpark and Ancillary Development Projects would contribute to existing air quality problems the region is experiencing.	B/A	Strategies to reduce traffic volumes such as carpools and bike storage shall be encouraged for applicable projects. (MM 5.7-2) (MMRP C.2.3) <u>Strategies to further reduce traffic through transit use incentives, alternative fuel vehicles (buses and maintenance carts with in ballpark), offsite parking incentives, and toll collection at entrance to parking lots to eliminate delay at end of ballpark event. (MM 5.7-6)</u>	B/A <u>B</u>	SNM
Dust, fumes, equipment exhaust and other contaminants generated during construction would impact local and regional air quality.	B/A	A number of techniques shall be used during construction to minimize construction emissions including: minimize simultaneous operation of multiple equipment, use of low-emission equipment, minimize equipment idling time, and application of water to control dust. (MM 5.7-1) (MMRP C.1) <u>A number of techniques shall be used to reduce fugitive dust impacts during construction including, but not limited to: covered soil storage piles, application of water to freshly graded areas, reduce traffic speeds on unpaved areas, sandbags for erosion, and wheel washes. (MM 5.7-4)</u> <u>A number of measures shall be incorporated to reduce air quality impacts associated with equipment exhaust including but not limited to alternative fueled construction equipment, post-combustion controls on construction equipment, diesel particulate filters, and off-road construction equipment equipped with "Blue Sky" series engines. (MM5.7-5)</u>	B/A <u>B/A</u> <u>B/A</u>	SM
Release of hazardous materials during remediation activities could impact local air quality.	B/A	Any site remediation procedures shall comply with all applicable rules and regulations of appropriate regulatory agencies and any necessary permits shall be obtained. (MM 5.7-3) (MMRP J.4)	B/A	SM
<b>Geology/Soils</b>				
Seismic shaking and rupture from active faults located in the immediate area as well as San Diego County could impact future development.	B/A	A detailed geotechnical field study shall be required per the Seismic Safety Plan prior to grading. Specific mitigation measure shall be selected after this study and incorporated into the grading plans. (MM 5.8-1) (MMRP H.1)	B/A	SM

TABLE 1-1  
Summary of Significant Direct Impacts and Proposed Mitigation Measures (Continued)

Significant Direct Impact(s)	Activity	Mitigation Measures(s)	Activity	Significance After Mitigation
		A geotechnical investigation for each new development shall be conducted prior to construction. As appropriate seismic measures from the Uniform Building Code or other state-of-the-art measures shall be implemented. (MM 5.8-2) (MMRP H.2)	B/A	
		Site-specific geotechnical studies shall be prepared to identify and require any mitigations for specific soil problems. (MM 5.8-3) (MMRP H.3)	B/A	
		Site-specific groundwater investigations shall be conducted to identify any hazardous materials present in groundwater and determine appropriate remedial measures necessary should dewatering be required during construction. Identified remedial measures shall be implemented (MM 5.8-4) (MMRP H.4.1)	B/A	
		Structures shall be designed to withstand hydrostatic pressures. (MM 5.8-5) (MMRP H.4.2)	B/A	
<b>Paleontological Resources</b>				
Grading or excavation below depths of surficial fill has the potential to disturb geologic formations containing fossils.	B/A	A qualified paleontologist or paleontological monitor shall monitor excavation activities when they would occur within an area rated moderate or high for paleontological resources. <del>early out an appropriate mitigation program.</del> The paleontologist or monitor shall be present at all times during the original cutting of undisturbed San Diego Formation sediment and at least half time for grading in undisturbed Bay Point Formation sediment. If fossils are discovered they shall be recovered, cataloged, cleaned and deposited in a scientific institution. A final report shall be prepared that summarizes the monitoring program as well as the type and stratigraphic context of encountered fossils. (MM 5.9-1) (MMRP K.1)	B/A	SM
<b>Hydrology/Water Quality</b>				
Short-term water quality impacts could occur during grading and construction activities. Excessive sediment transport to the bay could occur from surface runoff over ground exposed during grading. Surface discharge from dewatering activities could transport hazardous materials from the local groundwater to the bay. Hazardous materials associated with building demolition or remediation activities could also be picked up in surface water and transported to the bay.	B/A	BMPs for stormwater and urban runoff management shall be implemented such as public education and storm drain stenciling. Solid waste disposal areas shall be covered and use of water to clean sidewalks and patios shall be minimized. Temporary erosion control measures (e.g., sand bags, detention basins, brow ditches and temporary landscaping shall be implemented). Polluted water encountered during construction dewatering shall be discharged into the sewer, <del>or otherwise treated before discharge into storm drain system.</del> (MM 5.10-7)	B/A	SM

**TABLE 1-1**  
**Summary of Significant Direct Impacts and Proposed Mitigation Measures (Continued)**

Significant Direct Impact(s)	Activity	Mitigation Measures(s)	Activity	Significance After Mitigation
Pesticides, herbicides and fertilizers used on the ballpark playing field and landscaped areas of the Ancillary Development could impact water quality by being carried in surface runoff to the bay. Other operations such as hosing down the grounds and stands and storing hazardous materials could also result in contaminated runoff and impacts on water quality of the bay. Hydrocarbons that accumulate on parking lots associated with the Ballpark Project could pollute surface runoff and the bay.	<u>B/A</u>	<p>All litter in the stands and plazas would be collected within 24 hours following a ballpark event and a dedicated street sweeper would clean parking areas within 24 hours of an event. A spill and leak control program shall be implemented before sweeping. (MM 5.10-1)</p> <p>Wash water used in cleaning the ballpark would be diverted to the sanitary sewer system. <del>First flush rainfall occurring before ballpark cleanup operations are completed would be either diverted into the sanitary sewer system or treated prior to discharge into the storm drain system.</del> (MM 5.10-2)</p> <p>Fertilizers, herbicides, and pesticides shall be stored in dedicated containers to Fire Code requirements. (MM 5.10-3)</p> <p>Landscape waste shall be placed in designated <u>greenwaste storage containers</u> for transportation to a landfill <u>for greenwaste composting</u>. (MM 5.10-4)</p> <p>Vehicle fuels, lubricants, and waste oils shall be stored, used, and disposed in accordance with city and county requirements. (MM 5.10-5)</p> <p>A regular maintenance schedule shall be instituted for the Park at the Park and pet waste clean-up shall be enforced and serviced by collection stations. (MM 5.10-6)</p> <p>BMPs for stormwater and urban runoff management shall be implemented such as public education and storm drain stenciling. Solid waste disposal areas shall be covered and use of water to clean sidewalks and patios shall be minimized. Temporary erosion control measures (e.g., sand bags, detention basins, brow ditches and temporary landscaping shall be implemented. (MM 5.10-7)</p> <p>Regular street sweeping shall be implemented in accordance with the City's street sweeping maintenance program and catch basin cleaning shall be conducted, periodically. (MM 5.10-8)</p> <p>Irrigation systems and landscaped areas shall be monitored and maintained to reduce runoff. <del>Fertilizers, herbicides, and pesticides shall be approved by the U.S. EPA and applied using techniques to minimize runoff.</del> <u>Landscape design will incorporate several fundamentals of xeriscape landscaping including minimization of water use, efficient irrigation practice using computerized control systems, soil improvements, and low water use plants.</u> (MM 5.10-9)</p>	<p>B</p> <p>B</p> <p><u>B/A</u></p> <p><u>B/A</u></p> <p><u>B/A</u></p> <p>B</p> <p><u>B/A</u></p> <p>B</p> <p>B</p>	SM



**TABLE 1-1**  
**Summary of Significant Direct Impacts and Proposed Mitigation Measures (Continued)**

Significant Direct Impact(s)	Activity	Mitigation Measures(s)	Activity	Significance After Mitigation
		Litter receptacles shall be placed and regularly maintained along major pedestrian routes and transit stops used by persons attending ballpark events. (MM 5.10-10)	B	
		An Integrated Pest Management (IPM) Plan will be adopted to minimize use of pesticides, fertilizers, and other chemicals which are toxic to humans, plants, and animals. (MM 5.10-11)	<u>B/A</u>	
<b>Public Services/Facilities</b>				
The increase in activities and persons in the Proposed Activities Area would increase the demand for public services and facilities such as police and fire protection, utilities, public restrooms, etc.	<u>B/A</u>	Funding available to the City of San Diego through the implementation of the Redevelopment Plan, repayment of debt by the Agency to the City, and new sales tax and transient occupancy tax (TOT) revenues generated by development of the Ballpark and Ancillary Development Projects would mitigate potential impacts to public services and facilities. (MM 5.11-1) (MMRP G.1)	<u>B/A</u>	
		Funding for infrastructure such as water distribution, sewer, and stormwater collection are funded by the City through repayment of debt by the Agency to the City, and new sales tax and transient occupancy tax (TOT) revenues generated by development of the Ballpark and Ancillary Development Projects would mitigate potential impacts to public services and facilities. (MM 5.11-2) (MMRP G.2) -	<u>B/A</u>	
Trash generated by the proposed Ballpark and Ancillary Development Projects would impact the capacity of the Miramar Landfill and the circulation pattern at the landfill entrance.	B/A	As required by the City, the Developer shall provide areas in which to store recyclable materials and the Agency shall encourage recycling programs. (MM 5.11-3) (MMRP G.3)	B/A	SNM
		A waste management plan shall be implemented to reduce waste transported to landfills. It shall include components such as analysis of waste production and recycling programs. (MM 5.11-4)	<u>B/A</u>	
<b>Population/Housing</b>				
Implementation of the Ballpark Project would displace 27 residential units, including one low to moderate income unit. The Ancillary Development Projects could impact up to 14 residential units and one social service provider.	B/A	The Redevelopment Agency shall replace any low to moderate income units/housing which are eliminated. (MM 5.12-1) (MMRP A.3)	<u>B/A</u>	SM
		A relocation plan shall be implemented by the Redevelopment Agency to assist in the relocation of affected residents and businesses. (MM 5-12-2) (MMRP A.3)	B/A	

**TABLE 1-1**  
**Summary of Significant Direct Impacts and Proposed Mitigation Measures (Continued)**

Significant Direct Impact(s)	Activity	Mitigation Measures(s)	Activity	Significance After Mitigation
Implementation of the Ballpark and Ancillary Development Projects would largely preclude residential development in an area where the Centre City Community Plan and Planned District Ordinance emphasize residential development.	B/A	No <u>feasible</u> mitigation measures are available.	<u>B/A</u>	SNM
The Ballpark and Ancillary Development Projects would cause homeless using the area to move into adjacent industrial areas and create sanitation and crime concerns.	B/A	An advisory committee shall be established to monitor the <u>impact</u> <u>response</u> of the homeless displacement caused by the Ballpark and Ancillary Development Projects and make recommendations for dealing with potential problems (MM 5.12-3)  The Homeless Outreach Team shall be expanded or otherwise <u>modified</u> to <u>meet identified needs</u> in the area around the Ballpark and Ancillary <u>Developments and the surrounding communities</u> . (MM <u>25.12-4</u> )	B/A  B/A	SNM
<b>Hazardous Materials</b>				
Hazardous materials exist or potentially exist in unsafe concentrations posing public health and safety risks during construction and long-term use of the development area.	B/A	Hazardous waste release sites shall be delineated and remedied. (MM 5.13-1) (MMRP J.1)  Any hazardous soil and/or water conditions shall be removed and/or remediated. (MM 5.13-2) (MMRP J.2)  An assessment of underground storage tanks shall be conducted and environmental contamination shall be remediated. (MM 5.13-3) (MMRP J.3)  An asbestos survey shall be conducted for buildings to be renovated or demolished and abatement shall be carried out by a certified contractor. (MM 5.13-4) (MMRP J.4)  Specific measures for potential public health and safety impacts shall be incorporated into the project design. (MM 5.13-5) (MMRP A.1.2)  Buildings constructed above areas of hydrocarbon contamination may require barriers <del>to</del> prevent migration of vapors into building foundations. (MM 5.13-6) (MMRP H.4.3)  Special precautions, such as draining, capping, and safe cutting, shall be undertaken during removal of underground petroleum product pipelines to prevent releases of hazardous substances. (MM 5.13-7)	B/A  B/A  B/A  B/A  B/A  B/A	SM

**TABLE 1-1**  
**Summary of Significant Direct Impacts and Proposed Mitigation Measures (Continued)**

Significant Direct Impact(s)	Activity	Mitigation Measures(s)	Activity	Significance After Mitigation
B Ballpark Project A Ancillary Development Projects SM Significant but Mitigated SNM Significant and not Mitigated NS Not Significant		Loose residues and painted debris shall be removed before structures are demolished. (MM 5.13-8) <u>All remediation activities would comply with the Master Workplan dated July 30, 1999. (MM 5.13-9)</u>	B/A <u>B/A</u>	

<sup>1</sup> This impact would be mitigated to below a level of significance if provided individual property owners allow appropriate measures to be completed. If property owners refuse, impact would be significant and not mitigated.

<sup>2</sup> This impact would be mitigated to below a level of significance if the Freeway Deficiency Plan identifies provided there are feasible freeway improvements and measures which are available to reduce the freeway impacts to below a level of significance, and that funds are available to accomplish them.

<sup>3</sup> With the exception of CMP freeways, this impact would be mitigated to below a level of significance if the Freeway Deficiency Plan identifies feasible freeway improvements and measures which are available to reduce the freeway impacts to below a level of significance and funds are available to accomplish them.

**TABLE 1-2**  
**Summary of Significant Cumulative Impacts and Proposed Mitigation Measures**

Significant Cumulative Impact(s)	Activity	Mitigation Measures(s)	Activity	Significance After Mitigation
<b>Transportation, Circulation, Access and Parking</b>				
Traffic associated with the Ballpark and Ancillary Development Projects would result in significant cumulative impacts to freeway segments as well as freeway ramps.	B/A	<p>A Freeway Deficiency Plan shall be prepared by the City, SANDAG, and Caltrans which identifies short-term and long-term road improvements and other techniques to reduce traffic on the freeway system serving the Centre City area. (MM 5.2-2)</p> <p>Caltrans shall evaluate and adjust the flow rates, if feasible, at downtown freeway ramps on an annual basis to balance wait times. (MM 5.2-4)</p> <p>Weekday afternoon ballgames shall not start between the hours of 1:05 p.m. and 3:30 p.m. (MM 5.2-8)</p> <p>An Event Transportation Management Plan shall be adopted and implemented. (MM 5.2-9)</p>	<p>B/A</p> <p>--</p> <p>B</p> <p>B</p>	SNM <sup>1</sup>
Traffic associated with ballpark events would result in significant cumulative impacts to specific intersections in the downtown area.	B/A	<p>Roadway improvements identified in the MEIR shall be implemented on an as needed basis according to an evaluation of the Centre City street system completed annually (MM 5.2-1)</p> <p>Improvements would be made at impacted intersections including widening, signalization and restriping. (MM 5.2-3, 5.2-6 and 5.2-7)</p> <p>An Event Transportation Management Plan shall be adopted and implemented. (MM 5.2-9)</p>	<p>B/A</p> <p>B</p>	SM
Traffic associated with ballpark events would have a significant cumulative impact on one neighborhood street.	B	An Event Transportation Management Plan shall be adopted and implemented. (MM 5.2-9)	B	SM
Traffic associated with ancillary development would have a significant cumulative impact on neighborhood streets.	A	A Freeway Deficiency Plan shall be prepared by the City, SANDAG, and Caltrans which identifies short-term and long-term road improvements and other techniques to reduce traffic on the freeway system serving the Centre City area. (MM 5.2-2)	A	SNM <sup>2</sup>



**TABLE 1-2**  
**Summary of Significant Cumulative Impacts and Proposed Mitigation Measures (Continued)**

Significant Direct Impact(s)	Activity	Mitigation Measures(s)	Activity	Significance After Mitigation
Parking demand associated with ballpark events in combination with other parking demand would exceed the available supply on weekday afternoons and weekend evenings.	B	5,500 additional dedicated parking spaces would be provided at <u>Qualcomm Stadium</u> to meet the amount of parking demand which would not be met by the dedicated spaces included in the current Ballpark Project. (MM 5.2-10)  Incentives shall be offered to ballpark employees and fans to use mass transit or remote parking facilities. (MM 5.2-11)	B	SM
Transit demand generated by ballpark events would exceed the capacity of the local bus and trolley system on routes.	B/A	MTDB shall provide additional <u>transitbus and trolley</u> service as required. (MM 5.2-5 and 5.2-14)	B/A	SM
Potential conflicts with <u>pedestrian, pedicab, and vehicular</u> traffic would occur.	B	An Event Transportation Management Plan shall be adopted and implemented. (MM 5.2-9)	B	SM
Pedestrian concentration around the ballpark during events would exceed the capacity of <u>specific sidewalks</u> and could conflict with trolley operations around the ballpark.	B	<u>Sidewalk widening</u> shall occur on substandard sidewalks and pedestrian control measures (e.g. fences) shall be installed along affected portions of the trolley lines around the ballpark. (MM 5.2-15)	B	SM
Demand for parking along one of the trolley lines would exceed the overall supply in parking areas serving the trolley stations along the impacted line.	B	5,500 additional dedicated parking spaces would be provided at <u>Qualcomm Stadium</u> to meet the amount of parking demand which would not be met by the dedicated spaces included in the current Ballpark Project. (MM 5.2-10) <del>No mitigation measures are available.</del>	B	SNM
<b>Cultural Resources</b>				
Although specific development and mitigation plans do not exist for all historic structures in the Centre City Redevelopment Project Area, the potential exists that a number of historic structures would be impacted without full mitigation. This potential, combined with the loss of historic structures within the Ballpark and Ancillary Development Projects Area, could result in a cumulative significant impact on historic resources within the Centre City Redevelopment Project Area.	B/A	Designated historic structures shall be retained onsite to the extent feasible. Any development that proposes to remove designated structures shall: (1) demonstrate that retention of the structure is infeasible; (2) provide for relocation and preservation of the structure at the site unless such relocation and preservation are proven infeasible; and (3) document the condition of the structure with written narrative and photographs prior to demolition. (MM 5.3-1) (MMRP E.1)  <del>All potential historical resources within the Primary Plan Amendment Area that have not yet been formally considered by the Historical Site Board for designation, shall be referred to such Board for such consideration. (MM 5.3-2)</del>	B/A	SNM

**TABLE 1-2**  
**Summary of Significant Cumulative Impacts and Proposed Mitigation Measures (Continued)**

Significant Direct Impact(s)	Activity	Mitigation Measures(s)	Activity	Significance After Mitigation
		Documentation called for in MM 5.3-1 subsection 2(c.) shall be consistent with HABS Level II and shall be forwarded to the California Historical Resources Regional Information Center and local repository. (MM 5.3-4)  Prior to demolition of any portion of historic structures, a salvage and reuse plan shall provide for reuse of materials in development of the new structures or be made available for use in rehabilitation projects in the San Diego region. (MM 5.3-9)	B/A  B	
<b>Noise</b>				
Ballpark and Ancillary Development Projects traffic would combine with traffic from other future developments at buildout to increase traffic noise levels on major surface streets to the point where traffic noise would exceed the 3 dB threshold.	B/A	All proposed residential land uses exposed to an exterior noise level of 60 dBA CNEL or greater, are required to have an interior acoustical analysis to ensure that the building design would limit interior noise to 45 dBA CNEL or below. Site specific acoustical analyses would be required to identify exact mitigation measures. (MM 5.5-1) (MMRP D.1)  Specific noise mitigation measures such as attenuation structures and setbacks, as required by City Ordinances, shall be incorporated into the project design, and all projects shall comply with existing City noise ordinances. (MM 5.5-2) (MMRP A.1.1)	BN/A  BN/A	SNM  SNM
<b>Light/Glare</b>				
Field lighting would combine with lighting associated with other developments in the County and impact astronomical observatory activities.	B/A	Luminaires used in field lighting towers shall contain glare control and accessories to minimize the impact to the surrounding areas. (MM 5.6-2)  A detailed lighting study shall be conducted to assess spill and glare impacts of the field lights on surrounding areas. This shall include quantifying spill and glare, and identifying light sensitive activities in the surrounding area, and implementing measures to achieve established standards. (MM 5.6-3)  Building-mounted lighting shall only light the intended object. (MM 5.6-4)	B  B  B/A	SNM  SNM  SNM

**TABLE 1-2**  
**Summary of Significant Cumulative Impacts and Proposed Mitigation Measures (Continued)**

Significant Direct Impact(s)	Activity	Mitigation Measures(s)	Activity	Significance After Mitigation
		Open-sided parking structures shall use cutoff luminaires and lighting in parking lots shall be circuited to reduce levels when security risks are low. (MM 5.6-5)  All exterior signage immediately adjacent to sleeping quarters shall be shut off at 10:00 p.m. or within 30 minutes after an event that runs past 10:00 p.m. (MM 5.6-6)	B/A  B	
<b>Air Quality</b>				
<b>Regional</b>  In combination with other development in the region, emissions generated by traffic associated with the proposed Ballpark and Ancillary Development Projects would contribute to air quality problems in the San Diego Air Basin. In addition, the trips from the area of the Proposed Activities would exceed that which was assumed by the RAQS.	B/A	<b>Regional</b>  Roadway improvements identified in MEIR (MMRP C.2.2) shall be incorporated to reduce regional air quality impacts, along with strategies to reduce traffic volumes (MM 5.7-2).  Strategies to further reduce traffic through transit use incentives, alternative fuel vehicles (buses and maintenance carts with in ballpark), offsite parking incentives, and toll collection at entrance to parking lots to eliminate delay at end of ballpark event. (MM 5.7-6)	B/A  B/A	SNM
<b>Local</b>  Delays at freeway onramps would increase as a result of cumulative development traffic volumes. Localized CO hotspots could potentially contribute to the existing air quality problems within the San Diego Air Basin.	B/A	<b>Local</b>  Strategies to reduce traffic volumes such as carpools and bike storage shall be encouraged for applicable development projects. (MM 5.27-2) (MMRP C.2.3)	B/A	SNM
<b>Hydrology/Water Quality</b>				
A number of potential water pollution sources associated with the proposed Ballpark and Ancillary Development Projects, in combination with other development, could compound poor water quality conditions which are already occurring in San Diego Bay. Potential water pollution sources include: excessive pesticides, herbicides and fertilizers application; food and litter from ballpark cleanup activities; inadequate storage of hazardous materials; and hydrocarbons accumulation on parking lots.	B/A	All litter in the stand and plazas would be collected within 24 hours following a ballpark event and a dedicated street sweeper would clean parking areas within 24 hours of an event. A spill and leak control program shall be implemented before sweeping. (MM 5.10-1)  Wash water used in cleaning the ballpark would be diverted to the sanitary sewer system. First flush rainfall occurring before ballpark cleanup operations are completed would be either diverted into the sanitary sewer system or treated prior to	B  B	SNM

**TABLE 1-2**  
**Summary of Significant Cumulative Impacts and Proposed Mitigation Measures (Continued)**

Significant Direct Impact(s)	Activity	Mitigation Measures(s)	Activity	Significance After Mitigation
		<p><del>diverted into the sanitary sewer system or treated prior to discharge into the storm drain system (MM 5.10-2)</del></p> <p>Fertilizers, herbicides, and pesticides shall be stored in dedicated containers to Fire Code requirements. (MM 5.10-3)</p> <p>Landscape waste shall be placed in designated greenwaste storage containers for transportation to a landfill for <u>greenwaste composting</u>. (MM 5.10-4)</p>	<p>B/A</p> <p>B/A</p>	
		<p>Vehicle fuels, lubricants, and waste oils shall be stored, used, and disposed in accordance with city and county requirements. (MM 5.10-5)</p> <p>A regular maintenance schedule shall be instituted for the Park at the Park and pet waste clean-up shall be enforced and serviced by collection stations. (MM 5.10-6)</p> <p>BMPs for stormwater and urban runoff management shall be implemented such as public education and storm drain stenciling. Solid waste disposal areas shall be covered and use of water to clean sidewalks and patios shall be minimized. Temporary erosion control measures (e.g., sand bags, detention basins, brow ditches and temporary landscaping shall be implemented. (MM 5.10-7)</p> <p>Regular street sweeping shall be implemented in accordance with the City's street sweeping maintenance program and catch basin cleaning shall be conducted, periodically. (MM 5.10-8)</p> <p>Irrigation systems and landscaped areas shall be monitored and maintained to reduce runoff. Landscape design will incorporate several fundamentals of xeriscape landscaping including minimization of water use, efficient irrigation practice using computerized control systems, soil improvements, and low water use plants. <del>(Fertilizers, herbicides, and pesticides shall be approved by the U.S. EPA and applied using techniques to minimize runoff. (MM 5.10-9)</del></p>	<p>B/A</p> <p>B</p> <p>B/A</p> <p>B</p> <p>B/A</p>	



**TABLE 1-2**  
**Summary of Significant Cumulative Impacts and Proposed Mitigation Measures (Continued)**

Significant Direct Impact(s)	Activity	Mitigation Measures(s)	Activity	Significance After Mitigation
		Litter receptacles shall be placed and regularly maintained along major pedestrian routes and transit stops used by persons attending ballpark events. (MM 5.10-10)	B	
		An Integrated Pest Management (IPM) Plan will be adopted to minimize use of pesticides, fertilizers, and other chemicals which are toxic to humans, plants, and animals. (MM 5.10-11)	B/A	
<b>Population/Housing (Homeless)</b>				
The Ballpark and Ancillary Development Projects would combine with redevelopment of the rest of Centre City East District to displace the homeless population into surrounding areas resulting in a degradation of the physical environment.	B/A	An advisory committee shall be established to monitor the impact response of the homeless displacement caused by the Ballpark and Ancillary Development Projects and make recommendations for dealing with potential problems. (MM 5.12-3)  The Homeless Outreach Team shall be expanded, or otherwise modified, to meet identified needs in the area around the Ballpark and Ancillary Development Projects Area and surrounding communities. (MM 5.12-4)	B/A	SNM
<b>Public Services/Facilities (Solid Waste)</b>				
Trash generated by the proposed Ballpark and Ancillary Development Projects would impact the capacity of the Miramar Landfill.	B/A	As required by the City, the Developer shall provide areas in which to store recyclable materials and the Agency shall encourage recycling programs. (MM 5.11-3) (MMRP G.3)  A waste management plan shall be implemented to reduce waste transported to landfills. It shall include components such as analysis of waste production and recycling programs. (MM 5.11-4)	B/A	SNM

B Ballpark Projects  
A Ancillary Development Project  
SM Significant but Mitigated  
SNM Significant and not Mitigated

<sup>1</sup> With the exception of CMP freeways, this impact would be mitigated to below a level of significance if the Freeway Deficiency Plan identifies feasible freeway improvements and measures which are available to reduce the freeway impacts to below a level of significance and funds would be available to accomplish them.

<sup>2</sup> This impact would be mitigated to below a level of significance if the Freeway Deficiency Plan identifies provided there are feasible freeway improvements and measures which are available to reduce the freeway impacts to below a level of significance, and funds would be available to accomplish them.

TABLE 1-3  
Comparison of Direct Impacts of the Proposed Ballpark Project with Alternatives

Environmental Issue	Proposed Activities	No Development	No Project	ParkBayDiagonal	Relocated Ballpark	North Embarcadero	Chula Vista Bayfront	Mission Valley
Land Use/Planning	SNM	NS	SM	SNM	SNM	SNM	NS	SNM
Transportation, Circulation, Access and Parking	SNM <sup>1</sup>	NS	SNM	SNM	SNM	SNM	SNM	SNM
Cultural Resources	SNM	NS	<u>SM</u>	SNM	SNM	SNM	NS	NS
Aesthetics/Visual Quality	SNM	NS	SM	SNM	SNM	SNM	SNM	<u>SNM</u> <sup>NS</sup>
Noise	SNM <sup>1</sup>	NS	SM	SNM	SNM	SNM	SNM	SNM
Light/Glare	<u>SNM</u> <sup>1</sup>	NS	SM	SNM	SNM	SNM	SNM	SNM
Air Quality	SNM	NS	SNM	SNM	SNM	SNM	SNM	SNM
Geology/Soils	SM	NS	SM	SM	SM	SM	SM	SM
Paleontological Resources	SM	NS	SM	SM	SM	NS	SM	NS
Hydrology/Water Quality	SM	NS	<u>NS</u>	SM	SM	SM	SM	NS
Public Services/Facilities	SNM	NS	SM	SNM	SNM	SNM	<u>SM</u>	<u>NS</u>
Population/Housing	SNM	NS	SM	SNM	SNM	NS	NS	SNM
Hazardous Materials	SM	NS	SM	SM	SM	SM	SM	SM
Biology	NS	NS	NS	NS	NS	NS	SM	<u>SM</u> <sup>NS</sup>

NS Not Significant

SM Significant but Mitigated

SNM Significant and Not Mitigated

<sup>1</sup> With the exception of CMP freeways, this impact would be mitigated to below a level of significance if the Freeway Deficiency Plan identifies feasible freeway improvements and measures which are available to reduce the freeway impacts to below a level of significance and funds would be available to accomplish them.

<sup>2</sup> This impact would be mitigated to below a level of significance if individual property owners allow appropriate measures to be completed. If property owners refuse, impact would be significant and not mitigated.

**TABLE 1-4**  
**MEIR Impact Conclusions With and Without Proposed Activities**

	Direct		Cumulative	
	Without Proposed Activities	With Proposed Activities	Without Proposed Activities	With Proposed Activities
Land Use/Planning	SM	SNM	NS	NS
Transportation, Circulation, Access and Parking	SNM	SNM <sup>2</sup>	SNM	SNM <sup>2</sup>
Cultural Resources	SM	SNM	NS	SNM
Aesthetics/Visual Quality	SM	SNM	NS	NS
Noise	SM	SNM	NS	SNM
Light/Glare	SM	SNM <sup>1</sup>	NS	SNM
Air Quality	SNM	SNM	SNM	SNM
Geology/Soils	SM	SM	NS	NS
Paleontological Resources	SM	SM	NS	NS
Hydrology/Water Quality	NS	SM	NS	SNM
Public Services/Facilities (Solid Waste)	SM	SNM	NS	SNM
Population/Housing	SM	SNM	NS	SNM
Hazardous Materials	SM	SM	NS	NS

NS Not Significant

SM Significant but Mitigated

SNM Significant and not Mitigated

- <sup>1</sup> ~~Provided individual property owners allow appropriate measures to be completed. If property owners refuse, impact would be significant and not mitigated.~~ This impact would be mitigated to below a level of significance if individual property owners allow appropriate measures to be completed. If property owners refuse, impact would be significant and not mitigated.
- <sup>2</sup> This impact would be mitigated to below a level of significance if the Freeway Deficiency Plan identifies feasible freeway improvements and measures which are available to reduce the freeway impacts to below a level of significance, and that funds would be available to accomplish them.
- <sup>3</sup> With the exception of CMP freeways, this impact would be mitigated to below a level of significance if the Freeway Deficiency Plan identifies feasible freeway improvements and measures which are available to reduce the freeway impacts to below a level of significance and that funds would be available to accomplish them.

## **2.0 INTRODUCTION**

### **2.1 The Proposed Activities**

This Subsequent Environmental Impact Report (SEIR) addresses a series of actions which would result in a new baseball facility for the City of San Diego to be used by San Diego Padres as well as redevelopment of an underutilized area of downtown San Diego. As discussed in Section 4.0 of this SEIR, the Proposed Activities consist of three major components: (1) Ballpark Project, (2) Ancillary Development Projects and (3) Plan Amendments.

The Ballpark Project would consist of five basic components: (1) ballpark, (2) Park at the Park, (3) Retail at the Park, (4) parking facilities and (5) infrastructure improvements. The ballpark would be the centerpiece of the Ballpark Project. The Park at the Park would include a combination of grass and hardscape plaza area which would lie immediately beyond the outfield fence of the ballpark. A retail and entertainment complex, referred to as the Retail at the Park, would encompass the north, east and west sides of the Park at the Park. A combination of structured and surface parking lots would be constructed to serve the ballpark. Lastly, a number of infrastructure improvements would be made associated with roads and utilities. The most notable is the construction of a new street, known as Park Boulevard, which would extend from the intersections of Twelfth Avenue and K Street to Eighth Avenue and Harbor Drive.

The Ancillary Development Projects would include a variety of development types intended to be constructed in two phases. Phase one would be developed concurrently with the Ballpark Project. The primary goal of the ancillary development is to rejuvenate the area around the Ballpark Project and increase the property tax and transient occupancy tax revenues to help pay for the cost of constructing the Ballpark Project. The ancillary development is expected to include the following types of development: hotel, professional office, research and development, residential, retail and commercial.

The Plan Amendments consist of a series of amendments to the governing land use plans, ordinances and policies (e.g., Centre City Redevelopment Plan, Community Plan and Planned District Ordinance). Two levels of Plan Amendments are proposed. The Primary Plan Amendment Area includes a number of specific text and map changes which would be made to allow development of the Ballpark Project and Ancillary Development Projects. The Secondary Plan Amendment Area includes several specific changes intended to allow public and semi-public uses to be constructed without including a major residential element.

### **2.2 Environmental Procedures**

The Redevelopment Agency of the City of San Diego (Agency) is acting as the Lead Agency in the preparation of this SEIR. As the Lead Agency, the Redevelopment Agency will certify the SEIR. Other agencies responsible for approvals needed to implement the Proposed Activities would rely on the SEIR as certified by the Redevelopment Agency. The SEIR has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code,

Section 21000, et. seq.), the State CEQA Guidelines (California Code of Regulations, Section 15000 et. seq.), and the CEQA Guidelines adopted by the Redevelopment Agency of the City of San Diego (Document No. 1748 adopted June 1990).

This SEIR has been prepared to supplement information contained in the Master Environmental Impact Report (MEIR) prepared for the Centre City Redevelopment Project (Redevelopment Project) and the Centre City Community Plan and Related Documents (CCDC 1992). In accordance with Section 15150 of the State CEQA Guidelines, information contained in the MEIR has been incorporated by reference in this SEIR. A copy of the MEIR is available at the offices of the Centre City Development Corporation (CCDC), which are located at 225 Broadway, Suite 1100, San Diego, California 92101.

In accordance with Section 15180 of the State CEQA Guidelines, the MEIR was prepared by the Redevelopment Agency to address the environmental impacts and mitigation measures associated with implementation of the Redevelopment Project in accordance with the Centre City Redevelopment Plan (Redevelopment Plan). No subsequent EIRs are required for development in accordance with the Redevelopment Project unless required under Section 15162 of the State CEQA Guidelines. Under Section 15162, a Subsequent EIR is required if any one of the following three considerations are applicable:

- (1) Substantial changes are proposed in the Redevelopment Project which will require major revisions of the MEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified environmental effects;
- (2) Substantial changes occur with respect to the circumstances under which the Redevelopment Project is undertaken which will require major revisions to the MEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified environmental effects; or
- (3) New information of substantial importance, which was not known and could not have been known at the time of the MEIR, indicates one the following: a) the Proposed Activities would have one or more significant impacts not addressed in the MEIR, b) impacts would be substantially greater impacts than previously considered, c) mitigation or alternatives originally considered infeasible would now be feasible, or d) mitigation or alternatives now exist which were not considered in the MEIR.

As indicated in the analysis which follows, the proposed Ballpark Project, Ancillary Development Projects and Plan Amendments would result in new significant impacts which were not considered in the MEIR. In addition, the amount of new information required to address these activities would require more than minor revisions to the original MEIR. In light of these facts, a Subsequent EIR is required.

The SEIR is intended to provide, in combination with the MEIR, sufficient environmental review to allow certain final decisions to be made regarding development of the proposed Ballpark and Ancillary Development Projects. In addition, the SEIR is intended to address the Plan

Amendments which are necessary to allow the proposed ballpark and ancillary development to occur.

This SEIR incorporates by reference information contained in the MEIR which is directly applicable to the proposed Ballpark Project, Ancillary Development Projects and Plan Amendments. In addition, the SEIR provides new analysis including new mitigation measures which are required to reduce or avoid significant impacts specifically related to the proposed Ballpark Project and/or Ancillary Development Projects. These specific mitigation measures would be required over and above the mitigation measures identified in the MEIR's Certifying Resolutions and Mitigation Monitoring and Reporting Program adopted by the Agency.

The level of analysis contained in the SEIR is a reflection of the amount of information available on the Proposed Activities. As detailed information is available on the Ballpark Project, the SEIR contains a detailed analysis of environmental impacts and project-specific mitigation measures to add to the applicable MEIR measures. No additional environmental review would be required unless substantial changes in the Ballpark Project, or the circumstances under which it is proposed, occurs. In this event, the preparation of a Subsequent EIR, Supplemental EIR or Addendum would be required, as defined in the State CEQA Guidelines.

On a case by case basis, Secondary Studies may be required for individual ancillary developments in accordance with the Redevelopment Agency's CEQA Guidelines. Detailed development plans would be reviewed as part of the Secondary Study. If the Secondary Study determines that this SEIR, in combination with the MEIR, adequately addresses the proposed ancillary development, and also concludes that appropriate mitigation measures from the MEIR and SEIR will be implemented, no additional environmental review would be required. If the Secondary Study determines that additional review is required, it would take the form of either a Negative Declaration or supplement to the MEIR.

### **2.3 Scope**

The environmental issues addressed in the SEIR were identified in the course of a Secondary Study prepared by the Agency as well as from input received to a Notice of Preparation (NOP) which was circulated to Responsible Agencies and interested members of the public on December 2, 1998. A total of 98 copies of the NOP were distributed and ten written responses were received. A copy of the NOP and the written responses is contained in Appendix A of this SEIR. The Secondary Study is available for review at the offices of CCDC.

In addition, two public scoping meetings were held during the NOP period to solicit input on the issues to be addressed in the SEIR. These meetings included a brief summary of the Proposed Activities and a general comment period where persons were invited to present verbal testimony or written comments. A total of 69 people attended the two scoping meetings. A summary of the issues raised in the public scoping meetings is contained in Appendix A.

On the basis of the scoping process, the following environmental issues are addressed in the SEIR:

- Aesthetics/Visual Quality
- Air Quality
- Cultural Resources
- Geology/Soils
- Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Light/Glare
- Noise
- Paleontological Resources
- Population/Housing
- Public Services/Facilities
- Transportation, Circulation, Access, and Parking

In addition, a number of alternatives were identified for analysis. On site alternatives include: (1) No Project: No Development, (2) No Project: Development Under Adopted Community Plan, (3) ParkBayDiagonal and (4) Relocated Ballpark. In addition, three offsite locations are considered.

This SEIR is divided into a number of individual sections. The Executive Summary (Section 1.0) provides a synopsis of the essential elements and conclusions of the SEIR. This section (Section 2.0) introduces the Proposed Activities and the SEIR. Section 3.0 provides a general overview of the environmental conditions in the area of the Proposed Activities, and the regional plans and policies which apply to the Proposed Activities. The Description of Proposed Activities (Section 4.0) contains a comprehensive discussion of the various elements of the Proposed Activities to form the basis for the environmental analysis contained in the SEIR.

The heart of the SEIR is contained in the Environmental Impact Analysis found in Section 5.0. This section contains an issue-by-issue discussion which begins with a discussion of the existing conditions followed by an assessment of the potential impacts of the various aspects to the Proposed Activities. Whenever possible, mitigation measures are identified to avoid or reduce significant impacts. A conclusion is drawn as to whether the impact of the Proposed Activities after application of identified mitigation measures would be significant or not. A comparison of the impact conclusions of the MEIR with the conclusions reached in the SEIR is provided at the end of each major issue to indicate how the impacts associated with the overall Redevelopment Project would change with implementation of the Proposed Activities.

Section 6.0 addresses the potential cumulative impacts resulting from the effects of the Proposed Activities in combination with other pending projects in the area. In most cases, discussion contained in Section 5.0 is reiterated or information from the 1992 MEIR is incorporated by reference to address cumulative impacts.

A discussion of the potential for the Proposed Activities to induce additional growth is addressed in Section 7.0. Section 8.0 summarizes the significant irreversible effects of the Proposed Activities. Section 9.0 provides the rationale associated with the conclusion that significant environmental impacts would not be associated with specific environmental issues not addressed in Section 5.0.

Alternatives to the Proposed Activities which would reduce or avoid significant impacts are addressed in Section 10.0. As discussed earlier, this discussion includes two “no project” alternatives which would either leave the area of the Proposed Activities in its current condition, or develop it in accordance with existing land use regulations. Different locations for the ballpark within the area of the Proposed Activities as well as offsite are also considered.

The balance of the sections of the SEIR identify references and persons consulted as well as the people responsible for preparation of the document.

## **2.4 Intended Uses**

This SEIR is intended to serve as an informational document to the general public as well as agencies responsible for approving elements of the Proposed Activities including the Centre City Development Corporation, the Redevelopment Agency of the City of San Diego and the City of San Diego. A list of the discretionary actions known to be required and the agencies responsible for their approval is located at the end of Section 4.0; however, the SEIR is intended to cover all state and local governmental approvals which may be needed to construct or implement the Proposed Activities, whether explicitly listed or not. The report discloses significant environmental consequences which may arise from implementation of the Proposed Activities, and evaluates the ability of mitigation measures to reduce these impacts to below a level of significance.

The Draft SEIR is being circulated for a 45-day public review period during which public agencies and the general public have the opportunity to review and comment on its contents and conclusions. Written responses to each of the written comments received during this public review period will be prepared and included in the Final SEIR. The Final SEIR will be available for public review for a minimum of ten calendar days before the public hearing at which time certification of the SEIR will be considered to afford commentors an opportunity to review the written responses.

In approving the Ballpark and Ancillary Development Projects and Associated Plan Amendments, elected officials charged with approving elements of the Proposed Activities must consider the certified Final SEIR before taking action on the Proposed Activities. The public will have an opportunity to comment on the Final SEIR and the Proposed Activities at these hearings.



Subsequent to approval of any Proposed Activities, the approving agency will make specific findings, as mandated by Section 15091 of the State CEQA Guidelines. These findings will provide support for the conclusions with respect to the significant impacts of the Proposed Activities and the effectiveness of the mitigation measures. Where significant environmental impacts would remain after implementation of all feasible mitigation measures, a Statement of Overriding Considerations must be made which provides social, economic or other reasons which justify the approval of the Proposed Activities despite unmitigated environmental effects.

## 2.5 Definitions

A number of acronyms and terms are used throughout the SEIR. In order to assist the reader, the following definitions for these commonly used terms are provided below.

Acronym/Term	Definition
Ancillary Development Projects	Series of individual developments to be implemented around the proposed ballpark. Uses are anticipated to include office/commercial, professional office, research and development, retail, hotels, and residential.
Ancillary Development Projects Area	Land within the Primary Plan Amendment Area which would not be occupied by uses associated with the Ballpark Project.
Ballpark District	Area established by the Memorandum of Understanding (MOU) which defined the area within which the Ballpark Project and Ancillary Development Projects may occur subject to subsequent determination by the City Council and Redevelopment Agency of the City of San Diego.
Ballpark Project	Series of developments to be constructed including (1) the ballpark, (2) a group of retail/entertainment uses referred to as Retail at the Park, (3) a recreational area referred to as Park at the Park, (4) parking facilities and (5) a series of infrastructure improvements.
Ballpark Protection Zone	Zone which contains additional land use regulations for development around the ballpark to protect the ballpark from activities which may adversely impact operations (e.g., shadows across the ballfield).
Ballpark Project Area	Land which would be occupied by the developments which comprise the Ballpark Project.
Ballpark and Ancillary	Combined area of the Ballpark and Ancillary Development

Development Projects Area	Projects.
Centre City East	Refers to the Centre City East District of the Expansion Subarea of the Centre City Redevelopment Project which is generally bounded by City College on the north, Interstate 5 on the east, Barrio Logan on the south, and the Gaslamp Quarter on the west.
Community Plan	Refers to the Centre City Community Plan which further defines allowed land uses within the Centre City Redevelopment Project Area and some adjacent land.
East Village	New name commonly used to identify the Centre City East District of Expansion Subarea of the Centre City Redevelopment Plan, Community Plan and Planned District Ordinance.
MOU	Refers to the Memorandum of Understanding between the City of San Diego, the Redevelopment Agency of the City of San Diego, the Centre City Development Corporation, and Padres L.P. (12/01/98) which establishes a number of terms and conditions to be satisfied by the MOU participants in connection with developing the Ballpark Project and Ancillary Development Projects.
Plan Amendments	Refers to a series of amendments to the land use plans, policies and ordinances which are necessary to allow the development of the proposed Ballpark Project and Ancillary Development Projects. Affected documents include but are not limited to the Centre City Redevelopment Plan, Community Plan and Planned District Ordinance.
Planned District Ordinance	The document that establishes permitted and conditional land uses, allowable densities, and property development regulations addressing such details as height limits, allowable mass and scale of buildings, as well as floor area ratios (FARs), signs, streetwalls, building setbacks, etc.
Planning Area	Land included within the boundaries of the Centre City Community Plan.
Project Area	Land included within the boundaries of the Centre City Redevelopment Project.
Primary Plan Amendment Area	Land where the most substantial changes in land use designations and development guidelines would occur to

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	accommodate the Ballpark Project and Ancillary Development Projects.
Redevelopment Plan	Refers to the Centre City Redevelopment Plan which is the overall planning document which establishes general land use patterns within the Centre City Redevelopment Project Area.
Redevelopment Project	Term used to describe the overall development activities which are allowed under the Redevelopment Plan.
Secondary Plan Amendment Area	Land where limited changes in the land use designations and development guidelines are proposed to facilitate development of public and semi-public development activities.
Secondary Study	The preliminary analysis of the environmental effects of a proposed action prepared by the Redevelopment Agency to determine whether a Subsequent EIR, Supplement to EIR, Addendum to EIR or a Negative Declaration must be prepared, or to identify the significant environmental effects to be analyzed.
Sports/Entertainment District	New planning district proposed for the Centre City Redevelopment Plan, Community Plan and Planned District Ordinance which will define the land uses and development guidelines within the Primary Plan Amendment Area.
Study Area	Refers to an area within which studies were completed to assess potential impacts. The boundaries of the studies vary with the nature of the analysis and are identified, as appropriate, in individual sections of Section 5.0 of the SEIR.

### **3.0 ENVIRONMENTAL SETTING**

#### **3.1 LOCATION**

The proposed Ballpark and Ancillary Development Projects, and associated Plan Amendments would occur within the downtown area of the City of San Diego in an area referred to as Centre City (Figures 3.1-1 and 3.1-2). Centre City is located 15 miles north of the United States International Border with Mexico.

More specifically, the area of the Proposed Activities is located in the southwest corner of the Centre City East District. The Ballpark and Ancillary Development Projects would lie within a general area bounded by Sixth Avenue, to the west, J Street, to the north, 15th Street, to the east, and Harbor Drive and Commercial Street, to the south. The Plan Amendments would occur within an area which lies between Sixth Avenue, to the west, Market Street, to the north, I-5, to the east, and Harbor Drive, to the south.

#### **3.2 ONSITE ENVIRONMENT**

The area of the Proposed Activities is characterized by a mixture of land uses including warehousing, office, retail and utility yards. Limited residential activities occur in the area and are primarily associated with live/work lofts developed in old warehouse buildings. Several surface parking lots occur within the area. In addition, a number of vacant lots occur within the area of the Proposed Activities. The headquarters for the Metropolitan Transit Development Board (MTDB) as well as the 12<sup>th</sup>/Imperial trolley transfer station and a parking structure are located in the southeast portion of the Primary Plan Amendment Area. A complete discussion of the land uses within the area of the Proposed Activities can be found in Section 5.0 of this SEIR. An aerial photograph depicting the land use pattern within the area of the Proposed Activities is presented in Figure 3.2-1.

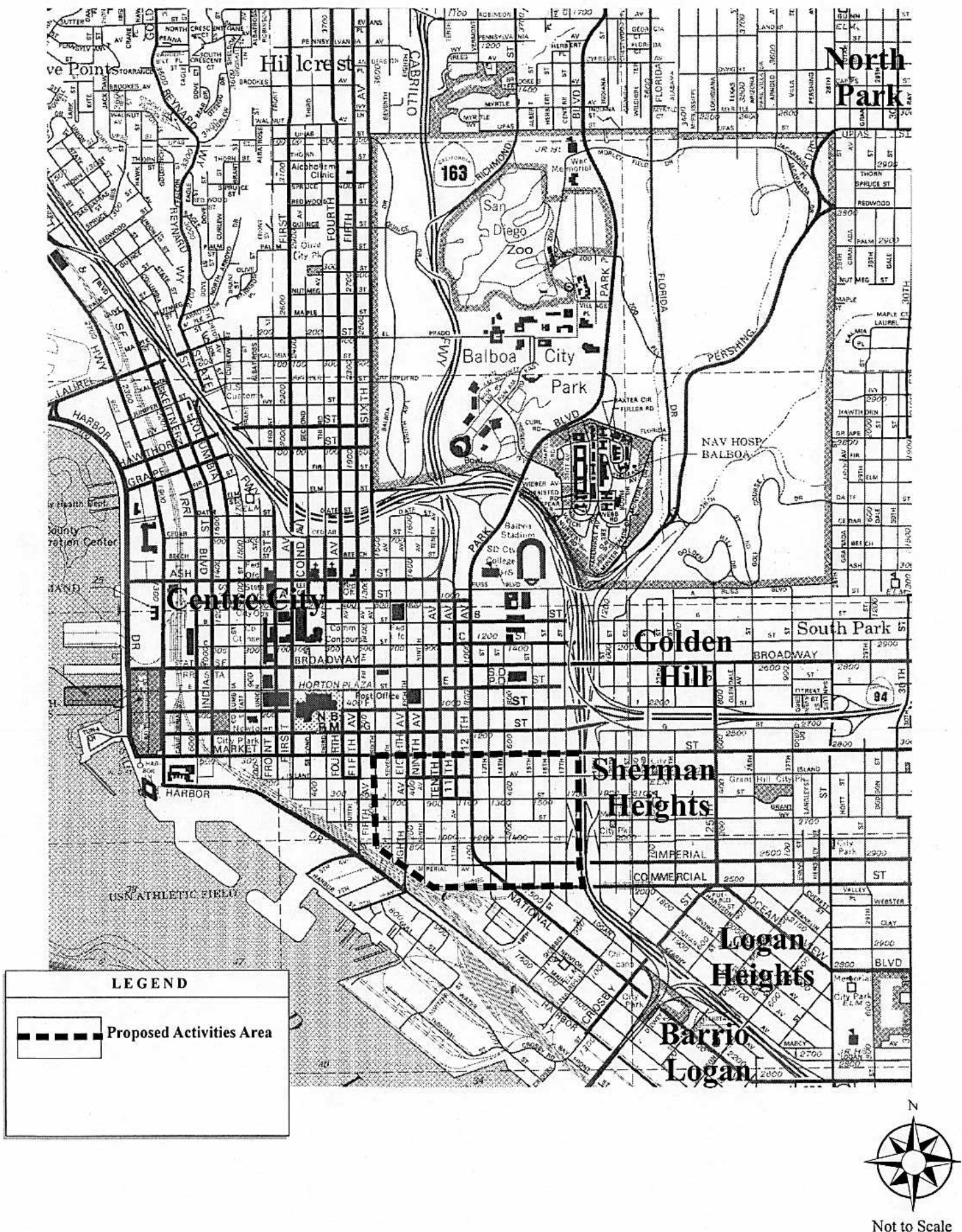
The general environment of the area is characterized by urban features such as buildings, streets, and sidewalks. Vegetation is comprised of street plantings and weeds covering vacant lots within the area. No natural vegetation occurs within the area of the Proposed Activities.

As indicated in Figure 3.2-2, the area of the Proposed Activities is relatively flat with an elevation difference of slightly more than 20 feet from the northeast corner to the southwest corner.

#### **3.3 SURROUNDING ENVIRONMENT**

The surrounding areas (Figure 3.1-2) are also characterized by highly urbanized development. The area to the immediate north includes a broad mix of uses including industrial, commercial and residential. Commercial uses include art galleries, offices and restaurants. Industrial uses include produce distribution and automobile service. A variety of residential activities occur to the north





Project Site Area

Figure 3.1-2

including live/work lofts, single room occupancy hotels, and apartments. A number of social service organizations are also located to the north. Further north lies Balboa Park.

The area to the immediate southeast is intermixed with surface parking lots, residential structures, vacant buildings and limited commercial retail uses. The southwestern portion includes the San Diego Convention Center, the San Diego Unified Port District Maintenance Shops, the Tenth Avenue Marine Terminal, the railroad switching yard, and the MTDB San Diego Trolley main storage yard and transfer terminal. The communities of Barrio Logan and Logan Heights lie further to the southeast.

The area to the immediate east includes a mix of land uses including commercial/light industrial uses, warehouses, automobile service and residential land uses. The MTDB bus maintenance yard lies to the east of the site of the Proposed Activities as do St. Vincent de Paul Center for the Homeless and other social services facilities, warehouses, truck distribution operations, and light industry, as well as vacant lots, surface parking lots, and empty warehouses. The residential neighborhoods of Sherman Heights and Golden Hill lie further east across I-5.

The area to the west encompasses the Gaslamp Quarter which is dominated by a mix of street-level commercial retail uses and restaurants, with residential, professional office and hotel uses above.

### **3.4 REGIONAL AND GENERAL PLAN CONFORMANCE**

#### **3.4.1 General Plans**

The site of the Proposed Activities is subject to the City of San Diego's Progress Guide and General Plan as implemented by the Centre City Community Plan (Refer to Section 5.1 for a full discussion of the relationship of the Proposed Activities to the General Plan). As discussed in Section 5.1, the proposed Ballpark and Ancillary Development Projects would not be consistent with the land use designations identified by the Centre City Community Plan and by the Centre City Redevelopment Plan. A portion of the area of the Proposed Activities is intended to foster residential development by requiring that, with the exception of commercial services, a minimum of 75% or 80% of proposed development be devoted to residential uses. The balance of the area is intended to promote a broad range of commercial services. The Proposed Activities would involve little, if any, residential development. In addition, the proposed ballpark is not currently an allowed use within the area of the Proposed Activities. Thus, the Proposed Activities would be consistent with the land use designations which have been applied to the site by the Progress Guide and General Plan, but inconsistent with the Centre City Community Plan, and the Centre City Redevelopment Plan.

While the proposed land uses are not specifically allowed in the area of the Proposed Activities, the proposed ballpark and ancillary uses would not be out of character with the land use pattern which currently surrounds the area of the Proposed Activities. As indicated in Section 5.1, the surrounding area is characterized by a mixture of urban land uses including office, retail, hotels





Aerial Photograph Figure 3.2-1



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and residential development. A large civic facility, the San Diego Convention Center, is located immediately south of the area of the Proposed Activities.

Approval of the proposed Plan Amendments would change the applicable land use plans in a manner which would assure that the development associated with the proposed Ballpark and Ancillary Development Projects would be consistent with the land use designations and policies of the Centre City Redevelopment Plan, Community Plan and Planned District Ordinance.

### **3.4.2 Regional Plans**

The site of the Proposed Activities lies within the boundaries of the following regional plans: Multiple Species Conservation Plan (MSCP), Congestion Management Plan, Regional Air Quality Strategy, and Regional Water Quality Control Plan.

#### **3.4.2.1 City of San Diego Multiple Species Conservation Plan**

As discussed in Section 9.1, the site of the Proposed Activities exhibits no biological resources. Vegetation is limited to landscaping and weeds. Furthermore, the site of the Proposed Activities is not included in any Multi-habitat Planning Area of the MSCP. Thus, the Proposed Activities would not conflict with regional biological planning efforts contained in the MSCP.

#### **3.4.2.2 San Diego County Congestion Management Plan**

The Congestion Management Plan (CMP) adopted for San Diego County requires evaluation of regional impacts of large-scale projects on specific arterials and highways. As discussed in Section 5.2, a number of CMP freeways and one major arterial would be impacted by the Proposed Activities.

#### **3.4.2.3 San Diego County Regional Air Quality Strategy**

The Regional Air Quality Strategy (RAQS) is aimed at reducing air pollution by establishing a number of strategies for individual projects and local governments to follow. Strategies include car pooling, parking regulations, truck use and development density and mixes to achieve minimum clean air standards set by the Air Pollution Control District.

As indicated in Section 5.2, the Ballpark and Ancillary Development Projects would generate more automobile trips from the area of the Proposed Activities than would have been assumed by the RAQS. Consequently, the proposed development would adversely impact the ability of the RAQS to reduce air pollution in the San Diego Air Basin. However, as the area of the Proposed Activities is better served by mass transit than other areas of the City of San Diego, increasing the development intensity would maximize the use of the mass transit system, thereby, potentially reducing the amount of automobile emissions that would occur were the development to be realized in other portions of the City.

### **3.4.2.4 San Diego Regional Water Quality Control Board Basin Plan**

The San Diego Regional Board's Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. The Proposed Activities are located in the Pueblo San Diego Hydrologic Unit of the Basin Plan, a triangular-shaped area of about 60 square miles with no major stream system, bordered on the north by the watershed of the San Diego River, and partially on the south by the watershed of the Sweetwater River. The Pueblo San Diego Hydrologic Unit primarily drains into San Diego Bay. Groundwater in the vicinity of the Proposed Activities is not designated as having current or potential beneficial use in the San Diego Basin Plan and further is noted as being exempt from municipal use designation.

As discussed in Section 5.10, the amount of storm water runoff from the area of the Proposed Activities would potentially be less than the existing condition as the Ballpark Project includes more permeable surface in the ballfield and the Park at the Park. In addition, existing contaminants in the area of the Proposed Activities would be remediated, as necessary, prior to, or during, construction activities. Cleanup of these existing hazardous materials on the surface and below the surface would reduce the potential for contaminants accumulating in runoff from storms. Moreover, most of the industrial uses in the area of the Proposed Activities would be replaced by commercial, retail, entertainment, and residential uses. These new types of land uses would result in typical urban runoff characteristics, as evaluated in the MEIR.

Although the Proposed Activities would not increase surface runoff, the operation of the ballpark could create impacts to water quality in San Diego Bay. As discussed in Section 5.10, wash water from cleaning the stands, litter and pesticide use associated with the ballpark would adversely impact water quality in the bay if not properly controlled.

## 4.0 DESCRIPTION OF THE PROPOSED ACTIVITIES

### 4.1 BACKGROUND

The San Diego Padres made their debut in the San Diego Stadium on April 8, 1969. They joined the Chargers and the San Diego State Aztec football teams as tenants in the City-owned and operated multi-sport stadium, which opened in 1967. The Padres' current lease with the City of San Diego for use of the stadium expires in March of 2000. In order to sign the Charges to a long lease extension, and in preparation for the 1998 Super Bowl, the stadium was expanded to accommodate a larger crowd for football games and was formally renamed Qualcomm Stadium.

The expansion, which enclosed the open end of the stadium, was perceived by the Padres owners and the fans as making the stadium too large for the smaller crowds generally attending baseball games. The new economics of professional sports make it increasingly difficult for both football and baseball teams to be successful sharing revenues from one facility. Football stadiums are usually massive, symmetrical and configured with the center of the field as the focal point. Club seats for football games are located around the center of the field, which for baseball is the outfield. Baseball parks historically have been smaller, asymmetrical, with home plate as the focal point for sight lines. The major league baseball teams with the highest level of ballpark-related revenue all play in facilities primarily designed for baseball. These include classic ballparks such as Fenway Park in Boston, Wrigley Field in Chicago, Dodger Stadium in Los Angeles, and the new ballparks such as Camden Yards in Baltimore, Jacobs Field in Cleveland, and Coors Field in Denver. The latter were designed with the size, sight lines, and nostalgic architectural features of classic ballparks, but with a range of modern amenities and premium seating areas (private suites, club seats, party suites, etc.). Additionally, these new ballparks have consistently and substantially increased attendance, revenues, and corporate support.

On December 30, 1996, San Diego Mayor Susan Golding appointed the "The Report on the Mayor's Task Force on Padres Planning" (Task Force I) "to develop and help implement a strategic plan that enables the San Diego Padres Baseball Club to operate on a sound business basis and as a contributing corporate citizen of San Diego for the foreseeable future." On September 19, 1997, Task Force I issued its final report "The Report of the Mayor's Task Force on Padres Planning" incorporated by reference herein, and available for public review at the City of San Diego Clerk's Office. The Task Force "spent hundreds of hours over seven months researching, collecting and examining data, listening to public input, and meeting to determine how the Padres can achieve long-term stability and financial health in San Diego." The Task Force concluded that the "economics of professional sports have changed significantly since the Padres' current lease was signed in 1987, and the national trend in the past decade has been away from multi-sport stadiums, to separate baseball-oriented and football-oriented facilities, with revenue streams dedicated to the primary sports tenant." Furthermore, the Task Force concluded that the Padres could not "generate the revenue necessary to become economically viable and remain competitive in Qualcomm Stadium. Their ballpark-related revenues are below the National League and Major League Baseball average, and far below average in comparison to those clubs with baseball-oriented ballparks" (Task Force, 1997).

Through four ownership groups, over nearly three decades, the Padres have consistently lost money operating the franchise. In recent years, the cost of fielding a competitive team and the constraints on increasing revenues because of market and stadium limitations have led to mounting losses for the owners. By improving the performance of the team on the field, the overall entertainment experience in the stadium, community involvement at all levels, and by aggressively marketing the product to a broader geographic region, the Padres more than doubled attendance from 1,041,805 in 1995 to 2,187,886 in 1996. Even in the National League West Division Championship year of 1996, the financial losses of the team reached \$11.5 million. The Padres losses are expected to increase as their share of revenues from Qualcomm Stadium are decreased, as one of the provisions of the agreement to keep the Chargers in San Diego until 2020 included the City's transfer of the right to sell all advertising in the stadium from the Padres to the Chargers starting in the year 2000. The Padres share of the advertising revenue will decrease from 65 percent to 37.5 percent. Another provision of the new agreement with the Chargers eliminates the Padres' share of revenue from the leasing of suites. Additionally, the Chargers have priority in scheduling and control of any physical changes to the stadium (City of San Diego, 1997).

Baseball teams have three main revenue sources: media-related revenues, revenue sharing among clubs, and ballpark-related revenue sources. The Padres are considered a small media market along with cities such as Kansas City, Milwaukee, and Cincinnati. The Padres have increased their media-related revenue with radio and television contracts including Spanish-language broadcasts in San Diego and Mexico. Increasing the media-related revenue is difficult because broadcasting rights are based on the size of the market and the number of potential viewers. As a small market team, the Padres have very little chance of increasing the market when their closest competitor is less than 100 miles to the north. Revenue sharing has historically proven to be limited. The major revenues that are pooled and shared are national broadcasting rights and merchandise licensing revenues. The broad concept of the revenue sharing program provides for the wealthiest clubs to help offset the losses of the poorest clubs. The Padres received \$3.2 million from the revenue sharing plan in 1996, a year when the Padres owners had to contribute \$11.5 million to cover expenses and losses. The third source of revenue, ballpark-related revenue, accounts for more than 60 percent of the Padres' total revenue and represents the only major revenue source the club can control. The operating restrictions of Qualcomm Stadium as well as the reduced revenue potential inherent in sharing a multi-purpose stadium with the Chargers makes it difficult for the Padres to generate enough revenue to operate without a loss.

Although the Padres have been confronted with a chronic revenue shortfall and mounting cash losses, a study by Arthur Anderson LLP, included as an Appendix in the Task Force Report, concluded that, on a recurring annual basis, the Padres generate total direct spending of \$65.1 million in San Diego County, and total direct and indirect spending of \$175.9 million in the County. The study also concluded that the total economic activity generated by the Padres in the State of California is \$228.8 million, and that the Padres annually generate \$7.38 million in direct tax revenues for the City of San Diego, County, and State, and \$20.28 million in public sector revenues. Padres activity supports the equivalent of 629 full-time jobs, with an associated payroll of \$45.3 million, and provides or contributes to full-time or part-time positions for more than 3,600 people in San Diego. Despite the amount of money Padres activity contributes to the local economy,

according to audited financial statements for 1995-1996, the Padres baseball franchise suffered losses that required ownership to infuse an additional \$31 million to operate the team in San Diego. (City of San Diego, 1997)

On September 30, 1997, the Mayor and the City Council established the City of San Diego Task Force on Ballpark Planning (Task Force II) to recommend a site and financing alternatives for a new baseball-oriented facility within the City of San Diego. Task Force II issued its final report on January 29, 1998. The preliminary list of sites included: the Fenton property located next to Qualcomm Stadium in Mission Valley; the Lane Field property located on the North Embarcadero in downtown San Diego; the Navy property located on the North Embarcadero in downtown San Diego; the General Dynamics property located in Kearny Mesa adjacent to State Route 163; South Embarcadero (a.k.a., East Village) property adjacent to the Gaslamp Quarter and located close to the San Diego Convention Center, downtown San Diego; Centre City East property located adjacent to San Diego City College; and property within the bayfront redevelopment area located in the City of Chula Vista, adjacent to Interstate 5. After initial presentations by supporters of each site and public hearing on site selection, Task Force II determined that three potential sites for the new Padres Ballpark warranted further study: (1) the Navy property site in North Embarcadero; (2) the Fenton Property; and (3) the South Embarcadero site. Based on the results of a thorough evaluation, the Task Force recommended the South Embarcadero site as the preferred site, as set forth in the “Report of the City of San Diego Task Force on Ballpark Planning”, incorporated by reference herein, and available for review at the City Clerk’s Office.

On November 3, 1998, voters in the City of San Diego approved Proposition C authorizing the City of San Diego to enter into agreements to redevelop an area of downtown, and construct a multiple use ballpark, provided that: 1) the City's participation requires no new taxes, is capped, and also limited to redevelopment funds and an amount equivalent to certain hotel tax revenue; and 2) the San Diego Padres guarantee substantial private contributions, pay all ballpark cost overruns, and play in San Diego until 2024.

## **4.2 PURPOSE/OBJECTIVES OF THE PROPOSED ACTIVITIES**

The Proposed Activities consist of a new ballpark for the City of San Diego to be used by the San Diego Padres and redevelopment of the surrounding area within the Centre City East District of the Centre City Redevelopment Project Area in downtown San Diego. There are two basic development elements of the Proposed Activities: the Ballpark Project and Ancillary Development Projects. In addition to the development plans, the Proposed Activities include a number of Plan Amendments within the area of the Proposed Activities to allow the proposed ballpark and redevelopment to occur.

The specific objectives associated with each of the major elements of the Proposed Activities are as follows:

#### **4.2.1 Ballpark Project**

- To provide a new, state-of-the-art baseball facility to assure the continued presence of the Padres in San Diego;
- To provide a family-oriented environment associated with the ballpark by including recreational, educational and retail activities;
- To reduce reliance on the automobile as the primary means of transportation to baseball games; by taking advantage of a well-developed mass transit system.
- To provide a catalyst for redevelopment in the area around the ballpark;
- To increase patronage of local retail businesses such as restaurants, hotels and retail shops;
- To complement the San Diego Convention Center by providing an adjacent facility to host large outdoor meetings;
- To provide open space for existing and future downtown residents;
- To provide additional parking for downtown businesses during non-event periods;
- To provide another regional facility for civic events, amateur athletics, concerts, multiple day trade shows, private parties and other gatherings;
- To help implement a bay to park linkage by creating a new promenade street connecting Eighth Avenue with Twelfth Avenue; and
- To take advantage of the synergies and proximity to the Gaslamp District.

#### **4.2.2 Ancillary Development Projects**

- To encourage high tech corporations to establish offices in the downtown area;
- To provide property tax-increment and transient occupancy tax funding for the ballpark and related infrastructure improvements through the addition of new hotel rooms, office space, and commercial retail facilities;
- To develop a neighborhood with year-round activities; and
- To provide shared parking to be used during baseball events.

#### **4.2.3 Plan Amendments**

- To revise existing land use plans and policies to allow construction of the Ballpark and Ancillary Development Projects; and
- To accommodate planned development of public and semi-public land uses (e.g., recreation, schools) without a residential component in the area surrounding the Ballpark and Ancillary Development Projects. ~~projects adjacent to the area of the Proposed Activities.~~

### **4.3 CHARACTERISTICS OF THE PROPOSED ACTIVITIES**

#### **4.3.1 Description of the Proposed Activities**

As indicated earlier, the Proposed Activities consist of three basic actions (Figure 4.3-1): (1) Ballpark Project, (2) Ancillary Development Projects, and (3) Plan Amendments. Collectively,

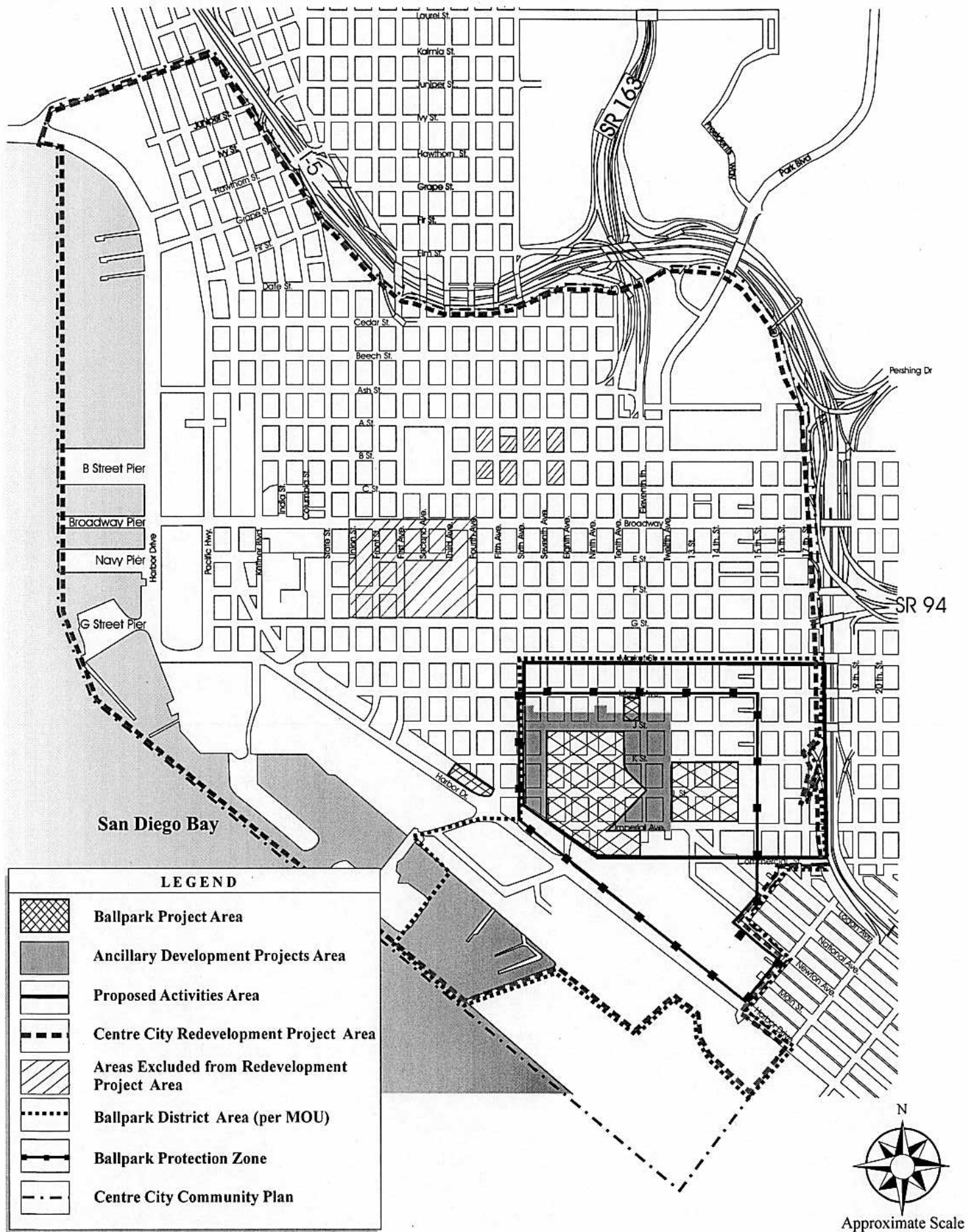


these will be referred to as the “Proposed Activities” throughout this report. Figure 4.3-2 illustrates the general location of each of the Plan Amendments. Figure 4.3-3 illustrates the Ballpark and Ancillary Development Projects. In addition to the actions associated with the Proposed Activities, a number of actions are associated with preparing the overall area of the Proposed Activities for redevelopment including property acquisition, hazardous material remediation, and relocation of existing residents and businesses. The Proposed Activities would implement the terms of a Memorandum of Understanding (MOU) between the City of San Diego, The Redevelopment Agency of the City of San Diego, Centre City Development Corporation and the San Diego Padres, and subsequently, approved by the voters on November 3, 1998 in the form of Proposition C. The MOU establishes a number of terms and conditions for the MOU participants related to constructing the Ballpark and Ancillary Development Projects. The MOU identifies a general area within the Centre City East Subarea of the Centre City Redevelopment Project for these facilities; this area is referred to as the “Ballpark District” (see Figure 4.3-1). The exact location of the ballpark and ancillary development as well as the final boundaries of the Ballpark District were left to be determined by the City Council upon culmination of the planning process which is currently underway.

The combined area of the Ballpark and Ancillary Development Projects would be approximately 75 acres. The Ballpark Project would include the ballpark and related facilities covering a total of approximately 30 acres. The ballpark would cover approximately 15 acres. The combined area of the Retail at the Park and Park at the Park would cover approximately 5 acres. Offsite parking would cover approximately 10 acres. The Ancillary Development Projects would include a variety of development types which would occur around the Ballpark Project.

The Plan Amendments would encompass a number of changes to the land use regulations which govern development within the area of the proposed Ballpark and Ancillary Development Projects, collectively referred to as the “Primary Plan Amendment Area”, and more limited land use regulation changes in an area referred to as the “Secondary Plan Amendment Area” (Figure 4.3-2). The Primary Plan Amendment Area covers approximately 75 acres. The Secondary Plan Amendment Area is located adjacent to the Primary Plan Amendment Area and covers approximately 155 acres.

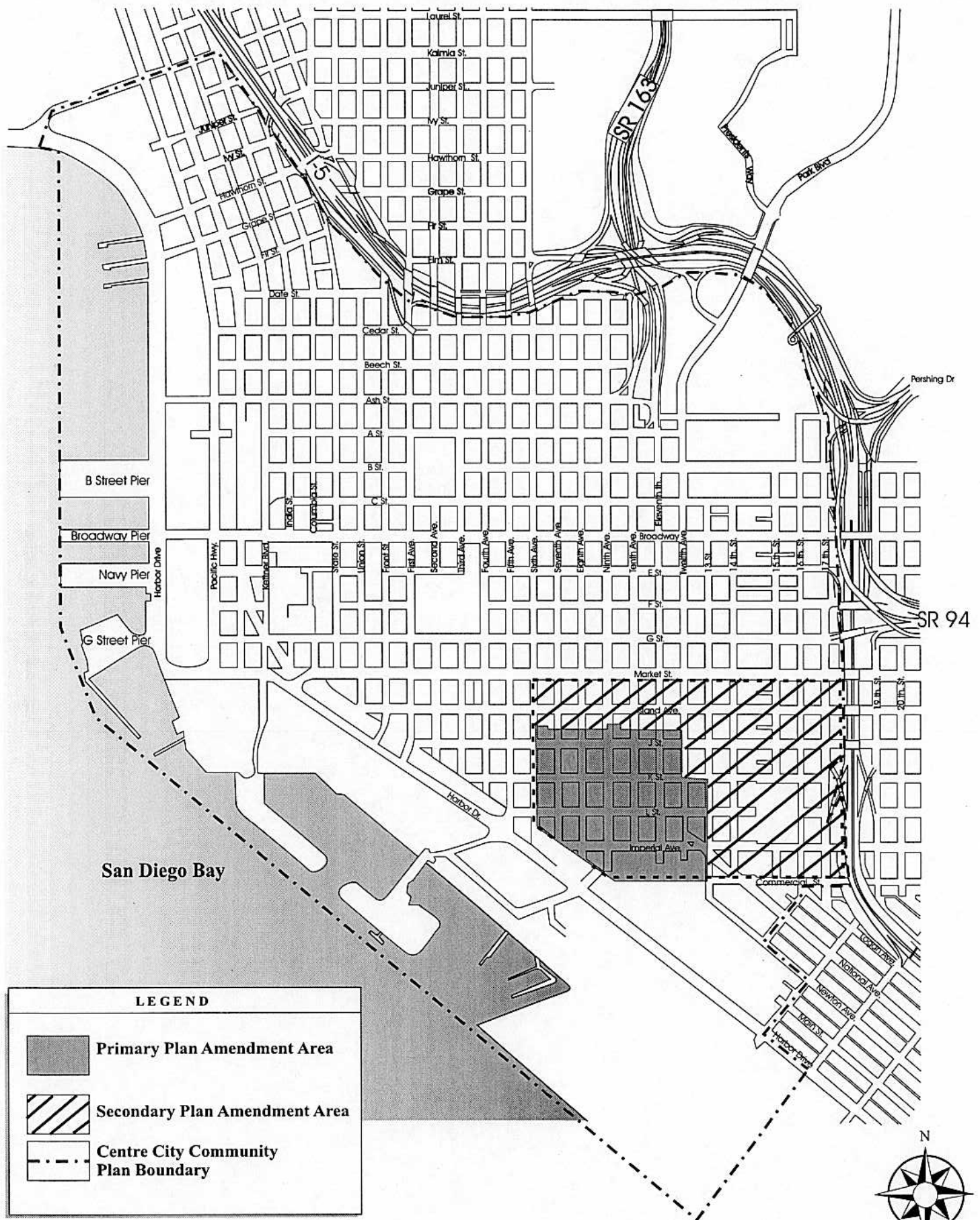
A detailed discussion of each of the three elements follows.



Source: Centre City Community Plan, 1992

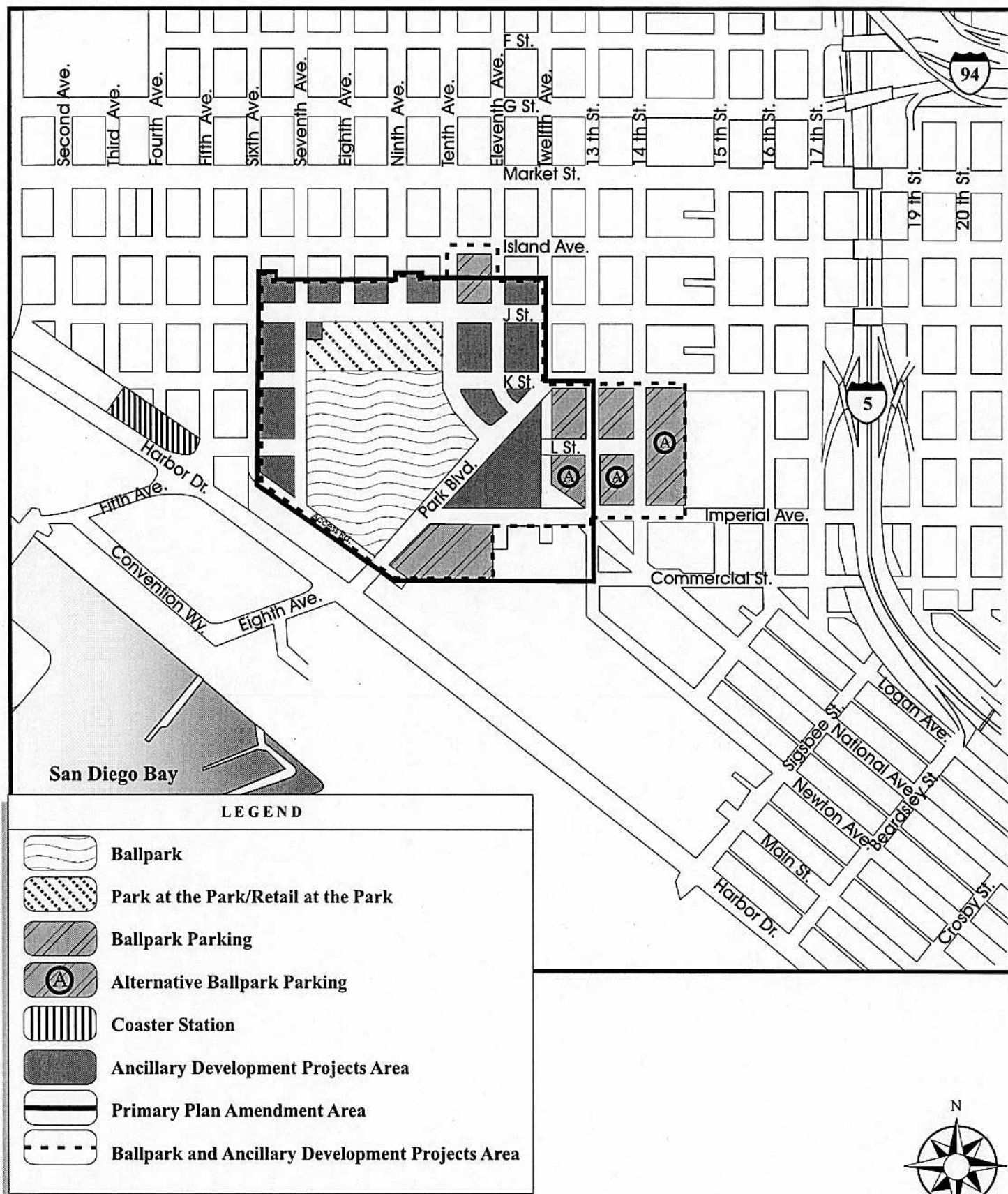
Proposed Activities

Figure 4.3-1



Source: Centre City Community Plan, 1992

Plan Amendments Area Figure 4.3-2



Ballpark and Ancillary Development Projects Area \_\_\_\_\_ Figure 4.3-3



### 4.3.1.1 Ballpark Project

The Ballpark Project would be composed of five basic components: (1) ballpark, (2) Park at the Park, (3) Retail at the Park, (4) parking facilities and (5) infrastructure improvements (Figure 4.3-3). The Ballpark Project components are designed to create an overall entertainment experience by incorporating recreation and retail activities with the ballpark. An illustrative representation of the overall Ballpark Project is shown in Figure 4.3-4.

#### Ballpark

The ballpark represents the central element of the Ballpark Project and would cover approximately 15 acres. The ballpark would be an open-air facility designed specifically for baseball although it is also expected to be used for other purposes such as music concerts, large gatherings associated with the San Diego Convention Center, and civic events. The ballpark would provide fixed seating for approximately 42,500 fans (Figure 4.3-5). In combination with additional capacity of 3,500 in the Park at the park, the maximum capacity would be 46,000.

The ballpark would include two “garden buildings” which would be located around the perimeter of the ballpark itself. These buildings would be connected to the ballpark through walkways and bridges. The total square footage of these two buildings would be 259,000 square feet including ballpark concessions, retail uses, ticket offices, business offices for the Padres and limited parking. Other facilities would be provided including a 3,000 square-foot auditorium seating approximately 250 people, exhibit space, and 3,000 square feet devoted to a Hall of Fame/Interactive Learning Center.

The primary function of the ballpark would be for San Diego Padres baseball games. The regular baseball season runs between April and September. The number of baseball games during any particular year will vary but, based on the 1998 schedule, approximately 80 regular season games may occur each year along with approximately five pre-season games in March. In addition, the ballpark may periodically host the All-Star game in July, and/or post-season playoff games and the World Series during October. Games are played throughout the week in the afternoon and evening hours. Evening games normally start at 7:05 p.m. while afternoon games normally start at 4:05 p.m. The average allocation of games during the different days and times of the week, based on the 1998 schedule, is as follows: weekday afternoon (15%), weekday evening (55%), weekend afternoon (15%), and weekend evening (15%).

In addition to ballgames, the ballpark would host a variety of other events including high school baseball championship games, concerts, meetings and other events. Many of these events would utilize the entire ballpark while others may utilize the ballpark in an amphitheater configuration. The right field seating area would be designed to function as a smaller amphitheater-style venue with a seating capacity of approximately 5,000 people. High school baseball championship games historically occur on a single day in May. Between 10-15 music concerts or other gatherings may utilize the full ballpark. Another 20 to 30 events would occur in the amphitheater configuration.

#### Park at the Park

The Park at the Park would be located just beyond the outfield fence of the ballpark and would be surrounded on the other three sides by retail, office and entertainment uses associated with the Retail at the Park (Figure 4.3-6). It would be accessible from J Street at the end of Eighth Avenue as well as from Seventh and Tenth Avenues at the end of K Street. In addition, the park area would be accessible from within the ballpark on game days. During event times, the Park at the Park would only be open to ticket holders while the rest of the daylight hours it would be open to the public.

A grass area including a flat lawn and slope would cover approximately one acre of the Park at the Park. This grass area would provide ballpark event viewing opportunities. In addition, the grass area would provide recreation and picnic opportunities to the surrounding neighborhood during non-game periods. Another grass area would be located immediately adjacent to the outfield fence and would consist of a combination of terraced steps and slope area for ballgame viewing. The balance of the area in the Park at the Park would be devoted to hardscaped plaza. The Park at the Park would accommodate up to 3,500 baseball fans increasing the total capacity of the ballpark to 46,000 fans.

In addition to providing opportunities for game viewing and passive recreation, the Park at the Park would be used for gatherings such as music concerts and movies. A stage would be constructed behind the “batter’s eye” screen in center field. A large video display would be mounted to the back of the batter’s eye to show the action during the game. The screen may also be used for movies and other video presentations in the park. Capacity for programs in the park without ballgames would accommodate up to 5,000 people on the grass and plaza areas.

### Retail at the Park

The Retail at the Park would be a mixed-use development area located around the perimeter of the Park at the Park (Figure 4.3-6). New buildings would be constructed to house a variety of retail, entertainment and office uses. The first two floors would be devoted to retail and entertainment activities comprising approximately 200,000 square feet. The upper two to three stories would contain up to 200,000 square feet professional office space.

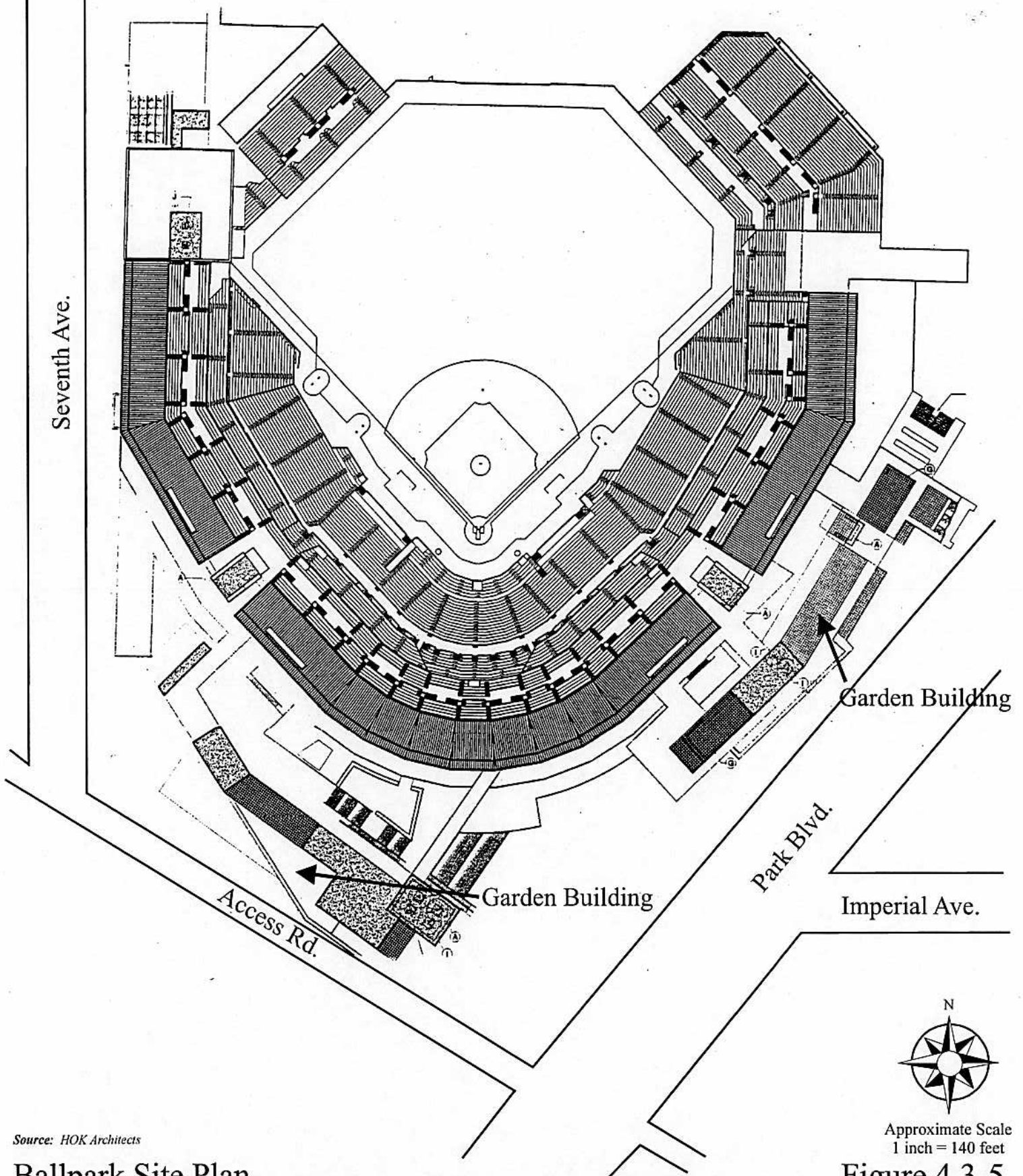
The retail and entertainment uses would be accessible from the street as well as from within the Park at the Park. The facade of the buildings would be designed to reflect the transition between the ballpark and the surrounding community. A subterranean parking lot with approximately 500 spaces would be located beneath the Park at the Park to provide parking for the Retail at the Park.



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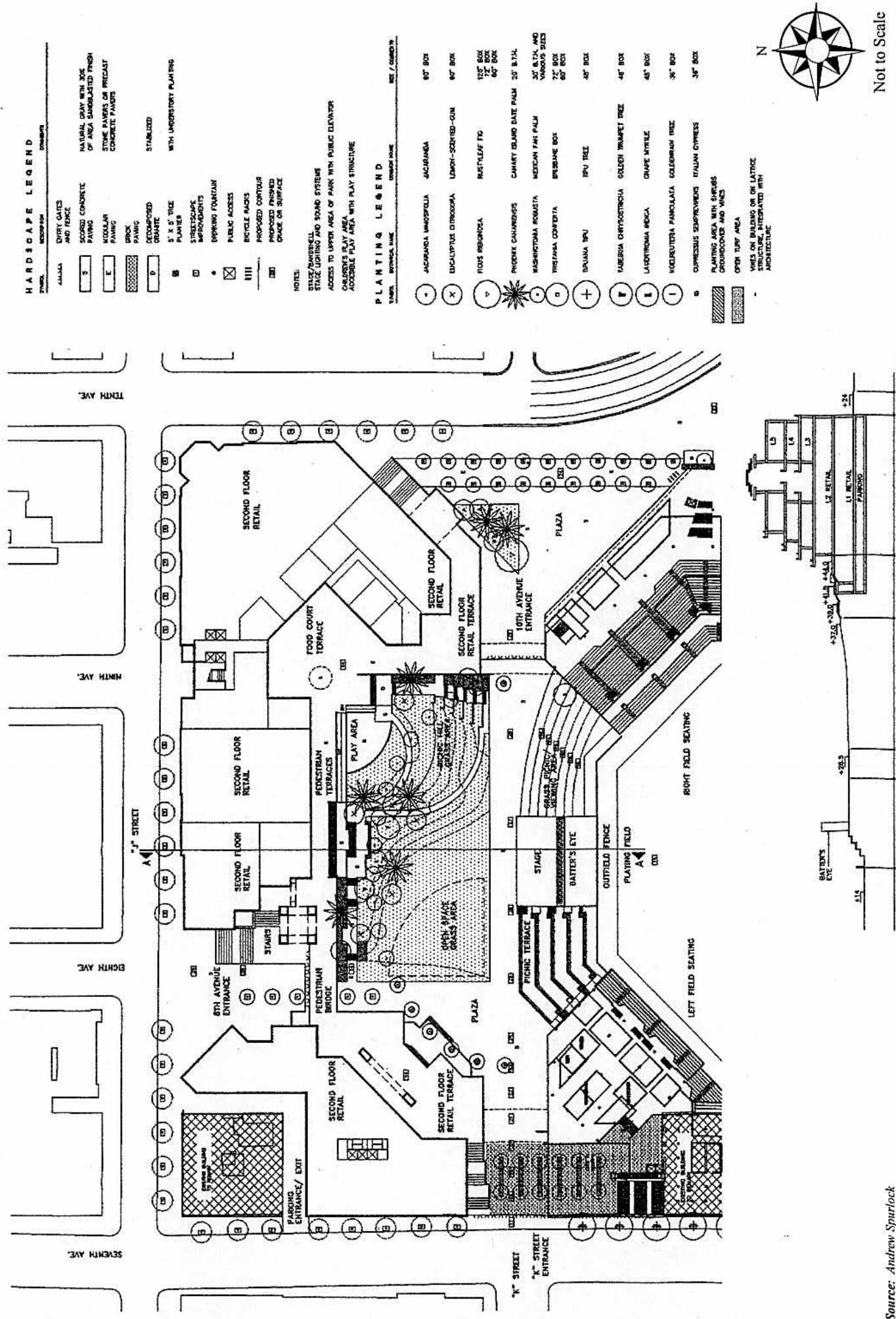
Retail at the Park/  
Park at the Park  
(See Figure 4.3-6)



Source: HOK Architects

Ballpark Site Plan

Figure 4.3-5



Park and Retail at the Park Site Plan \_\_\_\_\_ Figure 4.3-6

*Source: Andrew Spurlock*

The retail and entertainment uses are planned to create a critical mass of regional destination, specialty and community-service retail with an emphasis on larger tenants offering sporting activities including sports bar/restaurants, and sporting equipment with interactive activities and demonstrations. A food court would be constructed on the second level and would be accessible from the top of the grass slope within the park area. The food court would serve fans during game days and residents and business people in the area on non-game days.

### Parking Facilities

A series of parking facilities would provide 2,383 parking spaces for baseball events (Figure 4.3-3). The parking facilities would include one parking structure (between J Street, and Island, Tenth and Eleventh Avenues), parking beneath one of the ballpark garden buildings and four surface lots. The parking structure would provide approximately 1,083~~00~~ parking spaces. The surface lots would account for the other 1,300~~3~~ spaces. Not all of the surface lots shown on Figure 4.3-3 would be ultimately dedicated to parking. While the two blocks north of L Street between Twelfth Avenue and 14th Street would be used for parking in any case, the area east of 14th Street would not be used for parking if the two blocks south of L Street are selected. In this event, the blocks east of 14th Street would be available for Ancillary Development Projects. As discussed in Section 5.2, parking would also occur at existing parking facilities in the area, planned municipal parking structures, and parking included in and shared by, the Ancillary Development Projects. Parking spaces located between Commercial Street and Imperial Avenue from Eleventh Avenue west to the new Park Boulevard would be replaced elsewhere within the vicinity of the ballpark when the Ancillary Development Projects planned for the site are constructed. A total of 80 spaces would be integrated into the ballpark for administrative and player parking.

### Infrastructure Improvements

A number of infrastructure improvements would be made as part of the Ballpark Project including street and utility realignments, and mass transit improvements.

The street system in the vicinity of the ballpark would be substantially realigned. A new roadway, known as Park Boulevard, would cross diagonally through the Primary Plan Amendment Area connecting Twelfth Avenue at K Street to Eighth Avenue at Harbor Drive (Figure 4.3-3). Park Boulevard would consist of two travel lanes in each direction with a center median. Twelfth Avenue at K Street would transition to Park Boulevard. Park Boulevard would end at the current intersection of Harbor Drive and Eighth Avenue. Park Boulevard would have parking provided along each side. The median-to-curb width of Park Boulevard on either side, between Harbor Drive and Imperial Avenue, will be wide enough so that it can be temporarily converted to an additional lane of traffic in each direction, where necessary to accommodate Convention Center special event traffic.

A new two-lane road, referred to as Access Road on Figure 4.3-3, would be constructed south of the ballpark and would extend from the end of Sixth Avenue to the new Park Boulevard.

Tenth and Eleventh Streets would be realigned and terminate at the new Park Boulevard. Twelfth Avenue would terminate at K Street. K Street between Seventh and Tenth Avenues and between Eleventh and Twelfth Avenues would be closed. L Street between Twelfth Avenue and Seventh Avenue would also be closed. K Street between Eleventh and Tenth Avenues would be reduced to a single lane to allow it to function as a major pedestrian corridor. Imperial Avenue would terminate at the new Park Boulevard. The original portion of Twelfth Avenue between K Street and Imperial Avenue would be closed to through traffic but the trolley would remain.

In addition to the roadway realignments, utilities such as water, sewer, gas, electric, and stormdrains would require upgrading and realignment. Some improvements for the Ballpark Project would likely be implemented as part of the redevelopment already anticipated in the MEIR. However, for the sake of completeness, utility upgrades and realignments which were addressed in the MEIR are also being addressed in this document. Ongoing maintenance, repairs, upgrades, and realignments would continue on an as-needed basis and/or in accordance with the City's maintenance schedule. Utility lines are generally placed below streets and sidewalks for ease of access to conduct maintenance and repair activities. With the closure of a number of street segments and the construction of Park Boulevard, many utilities would require relocation. In order to minimize disruptions of utility services to the existing residences and businesses, new utilities would be constructed while leaving the existing lines in place. Once all the new utilities are in place, they would be activated and the old utilities would be abandoned in place and removed. Utilities must be upgraded to accommodate, either with or without the Proposed Activities, ~~current planned development~~ since most utilities are antiquated and in poor condition.

~~A new station for the Coaster train has been discussed along the railroad tracks between First and Fifth Avenues. Such a station would allow the Coaster train to provide better service to ballpark events. As this station may be built as part of the Ballpark Project, it is identified on Figure 4.3-3 and discussed as appropriate in this SEIR. Preliminary plans call for a rail platform extending along the tracks. The platform would be 1,000 feet long and 20 feet wide and include ticket machines, shelter, and seating.~~

In response to the new street alignment, new bus stops would be constructed as discussed in Section 5.2.

### Landscaping

Although detailed plans have not been prepared, street trees and other landscaping would be planted as part of the Ballpark Project.

### Hazardous Material Remediation

As discussed in Section 5.13, a series of remedial actions would be required before construction of the Ballpark Project can begin. In fact, the first phase of construction would involve the

removal and/or treatment of hazardous materials identified in the course of more detailed environmental assessments. Although specific remediation activities would depend on the type and extent of hazardous materials, Section 5.13 describes the standard range of remedial activities which are traditionally used to handle the type of hazardous materials believed to occur within the Ballpark Project Area. Remedial activities are expected to either occur on the subject property or at an approved offsite location. The treatment processes which are identified here are described in detail in Section 5.13.

The simplest form of remediation would involve treating the soil in place through capping or mechanical treatment. Mechanical treatment may take the form of vapor extraction and/or air sparging (injection). The second remedial option involves excavating contaminated soils and treating them either onsite or offsite. This form of remediation could be accomplished through one or more of the following techniques: vapor extraction, bioremediation, thermal desorption, incineration, and soil-washing.

The actual plans for the complete assessment and remediation of individual sites (which is the proposed mitigation measure) will be undertaken under the oversight of appropriate regulatory authority. The process by which these actions will be taken is described in a document entitled Master Workplan, dated July 30, 1999, which identifies the County of San Diego, Department of Environmental Health as the Administering (or “lead”) Agency pursuant to the Uniform Agency Review Law (Cal. Health and Safety Code sections 25260 et seq.)

This Master Workplan was adopted after public review and comment, and subsequent to the *Environmental Secondary Study for East Village Hazardous Materials Remediation Project* (Study) prepared by Lettieri-McIntyre & Associates, Inc. The draft report of the Study was dated March 26, 1999. This Study was conducted in accordance with the CEQA Guidelines and the San Diego Redevelopment Agency’s (RDA) Amended Procedures for Implementation of CEQA and the State CEQA Guidelines. A Mitigated Negative Declaration was circulated for public review on March 29, 1999. The comments received did not address the Mitigated Negative Declaration finding or the accuracy/completeness of the Study and thus no written responses were required. The Study and the Mitigated Negative Declaration (Negative Declaration) were certified on May 10, 1999, and adopted by the RDA on June 3, 1999.

Copies of both the Secondary Study and the Master Workplan are available at the Administrative Offices of CCDC and are incorporated by reference herein.

#### **4.3.1.2 Ancillary Development Projects**

In order to foster redevelopment, complement the ballpark and generate revenues to repay bonds issued for the ballpark and infrastructure improvements, the Proposed Activities include a variety of commercial and residential developments. It is anticipated that the Ancillary Development Projects would occur in areas of the Primary Plan Amendment Area not occupied by the Ballpark Project.

Ancillary development is anticipated to occur in two phases. The first phase of the Ancillary Development Projects would be comprised of a range of uses including office buildings, hotels, retail and, potentially, residential. Based on the provisions of the MOU, Phase One of the ancillary development is anticipated to include at least: (1) 850 new hotel rooms, (2) office buildings containing at least 600,000 gross square feet with associated parking, commercial and support space, and (3) retail development containing at least 150,000 gross square feet. While the type of development within these categories may vary, the first phase of the Ancillary Development Projects must achieve specified tax revenue goals in order to assure that the development would provide adequate revenue sources to repay bonds and be constructed concurrent with the Ballpark Project. The first phase must be completed by the time the ballpark opens.

Although the MOU sets a minimum intensity for development, ancillary development could exceed these levels. Therefore, this SEIR analyzes a maximum development potential for Phase One within the Primary Plan Amendment Area. These maximum intensities for the Phase One Ancillary Development Projects are as follows: office (1,050,000 square feet), retail (195,000 square feet), long-term hotel (200 rooms), hotel (900 rooms), and residential/lofts (25 units). To facilitate conversion of land uses in the future, the PDO and Community Plan maximum trips would be used as a cap to development, therefore, conversions in land use would not result in an increase in ADT over the maximum assumed intensity.

Additional development would occur in a second phase of the Ancillary Development Projects. As with Phase One, the second phase of Ancillary Development Projects is expected to include a variety of commercial uses. For the sake of analysis, this SEIR assumed the Phase Two would include up to and additional 700,000 square feet of office and 30,000 square feet of retail uses over and above the Phase One development. No deadline has been established for the second phase of the Ancillary Development Projects.

### Parking

Ancillary Development Projects would provide the parking needed to meet its own requirements. The amount of parking would be determined by the nature of the land uses to be developed. However, the minimum amount of parking to be provided as part of the Phase One of the Ancillary Development Projects would be 1,840 spaces.

### Infrastructure

All major infrastructure needed for the ancillary development would be implemented as part of the Ballpark Project. Localized utility and street improvements may be necessary and will be identified when specific plans are prepared for individual developments.

### Landscaping

Landscaping, in accordance with City requirements, would be incorporated into individual development plans.

### Hazardous Materials Remediation

As with the Ballpark Project, one or more remedial measures would be undertaken as determined by subsequent Environmental Assessments within the Ancillary Development Projects Area.

#### **4.3.1.3 Plan Amendments**

A series of amendments to the land use plans, policies and ordinances governing development within the area of the Proposed Activities would be necessary to allow for the development of the Ballpark and Ancillary Development Projects.

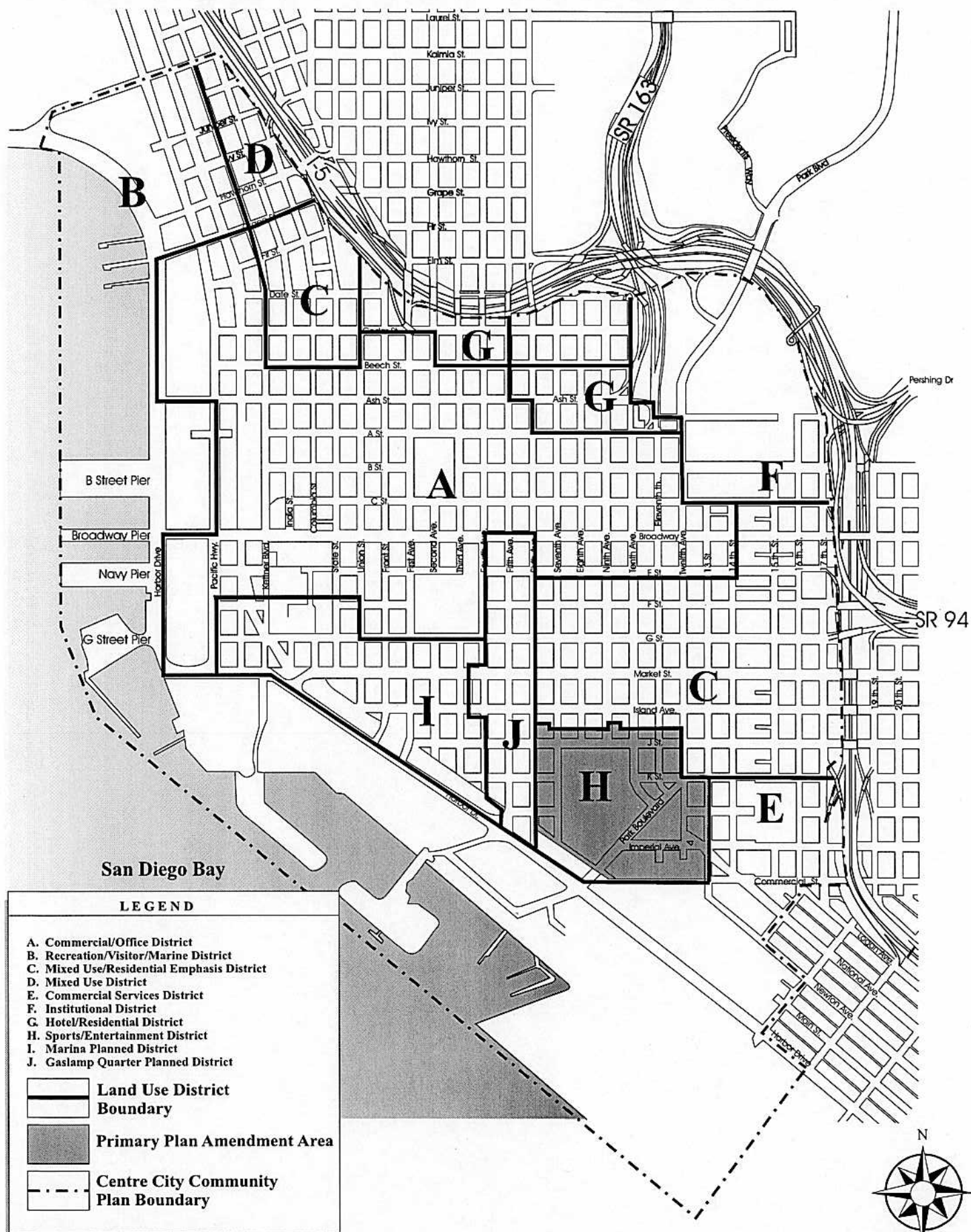
Many elements of the Ballpark and Ancillary Development Projects, in particular, the ballpark, would not be allowed under the existing land use regulations applicable to the area of the Proposed Activities. The land use regulation changes necessary to accommodate the Ballpark and Ancillary Development Projects would occur in the Primary Plan Amendment Area illustrated on Figure 4.3-2.

In addition to changes in the allowed uses, other changes are proposed within a Secondary Plan Amendment Area which lies north and east of the Primary Plan Amendment Area (Figure 4.3-2). Changes in the Secondary Plan Amendment Area would be limited to three basic changes. First, the land use regulations would be changed to allow the development of certain public and semi-public uses (e.g., park and recreation facilities, schools and cultural institutions) without the requirement that they be part of a residential development. Second, the Sun Access Criteria would be eliminated within the Secondary Plan Amendment Area. Third, the maximum limits on parking spaces for development would be eliminated within the Secondary Plan Amendment Area.

### Centre City Community Plan

**Land Use Element.** A new land use district designation would be added over the Primary Plan Amendment Area. This new district would be called the Sports/Entertainment District (Figure 4.3-7). Currently, the area is split between Mixed Use/Residential Emphasis,





Source: Centre City Community Plan, 1992

# Community Plan/PDO/Redevelopment Plan Land Use Districts (Proposed)

Figure 4.3-7



Hotel/Residential and Commercial Services Districts. The Mixed Use/Residential Emphasis and Hotel/Residential Districts require new development projects to devote at least 75% or 80% of the total building square footage to residential development. A maximum of 20 to 25% or the full ground floor, whichever is greater, may be devoted to non-residential uses. The Commercial Services District is intended to provide business, commercial and limited industrial uses that support other downtown uses.

The Sports/Entertainment District designation would not mandate any proportion of residential development and would emphasize the following uses:

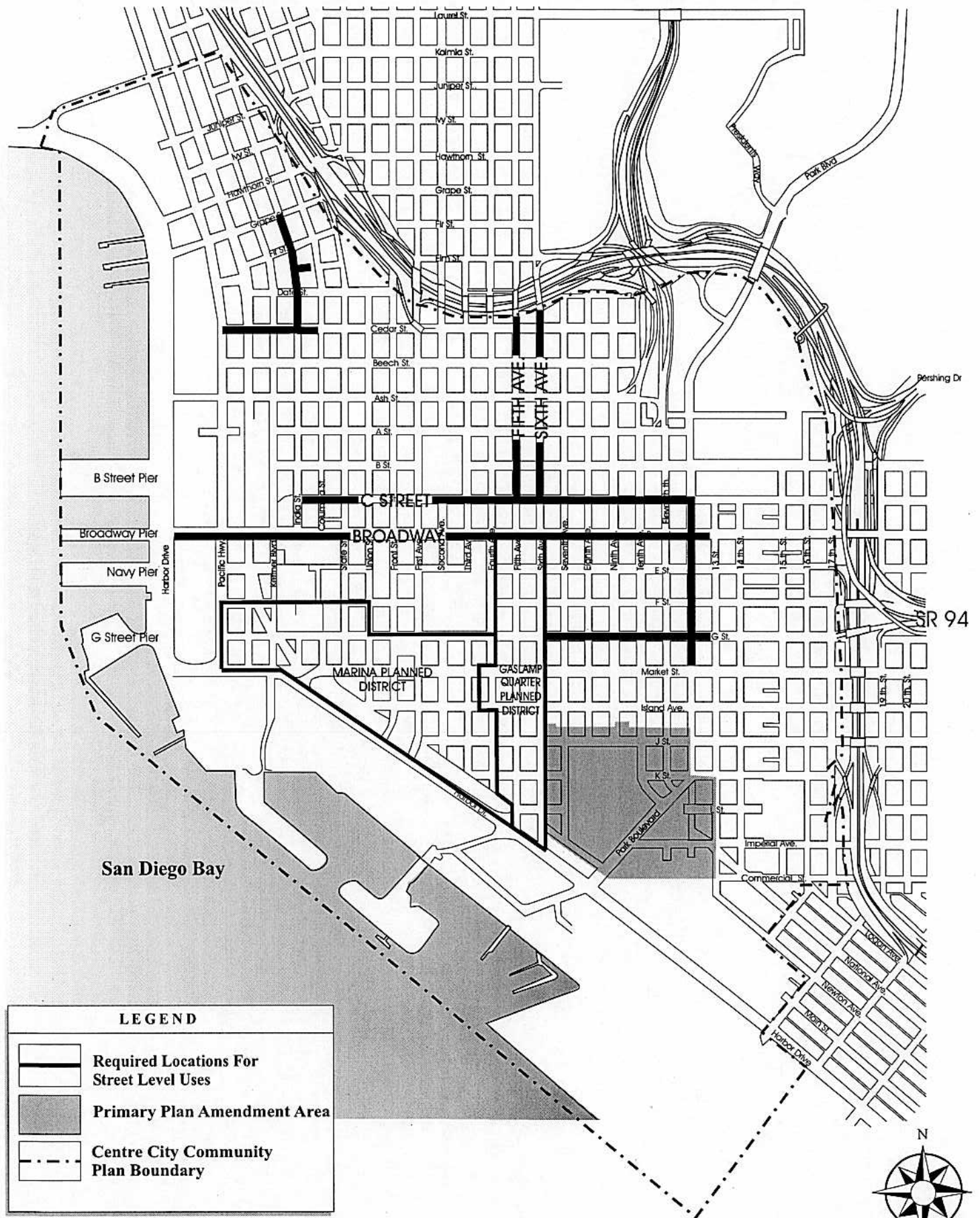
- Major sporting venues including ballparks, stadiums and arenas;
- Hotels and visitor accommodations;
- Public parks and open space;
- Retail sales and services;
- Professional offices and services;
- Restaurants;
- Recreation and entertainment facilities;
- Research and development uses;
- Public- and semi-public uses;
- Multi-family residences; and
- Live/work quarters.

The Mixed Use/Residential Emphasis District, east of Sixth Avenue and south of Market Street, would be amended to allow the following public uses: (1) Park and Recreation Facilities, (2) Schools, public or private, and (3) Cultural Institutions.

Within the Secondary Plan Amendment Area, the land use regulations would be amended to allow public and semi-public land uses (e.g., park and recreation facilities, schools, and cultural institutions) without the requirement to build residential developments in conjunction with these facilities.

Figure 2, Street Level Uses, of the Community Plan would be amended to delete the portions of Twelfth and National Avenues within the Primary Plan Amendment Area from the street level use requirements. Figure 4.3-8 illustrates how Figure 2 would be revised with the proposed Plan Amendments. The Community Plan currently requires uses along these streets to devote at least 70% of the first floor wall frontage to street level uses such as retail shops, restaurants, theaters, recreation, hotels, and personal convenience services (e.g., banks, travel agencies, child care, libraries, etc.).

**Housing Element.** Figures 3, Housing, and 6, Neighborhoods, of the Community Plan would be revised to remove the Primary Plan Amendment Area from the housing emphasis area. Figures 4.3-9 and 4.3-10 illustrate the revisions which would occur to these two figures with the proposed Plan Amendments. The Primary and Secondary Plan Amendment Areas would be



Source: Centre City Community Plan, 1992

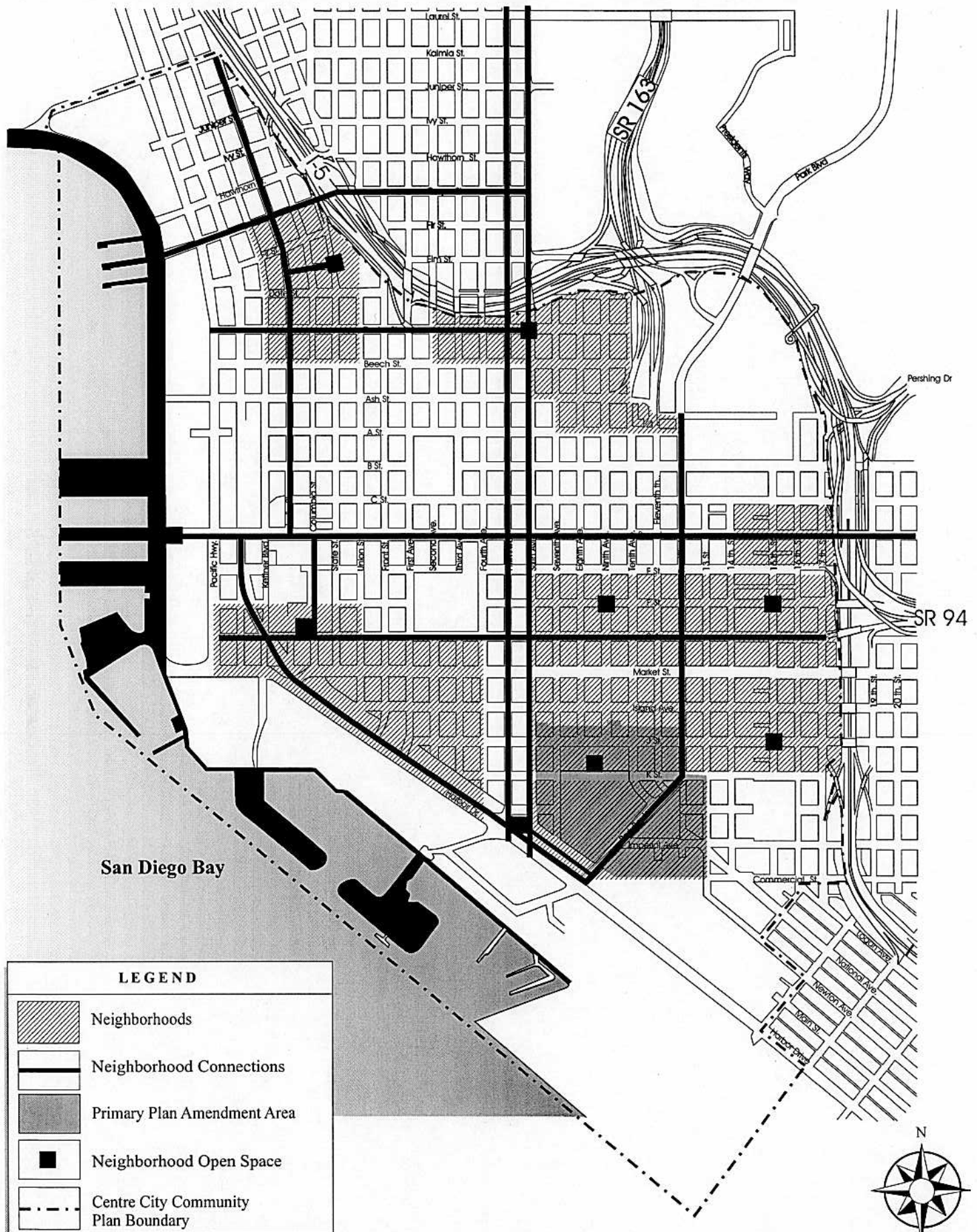
# Community Plan/PDO Required Street Level Uses (Proposed)

Approximate Scale  
1 inch = 1400 feet

Figure 4.3-8

Community Plan Housing (Proposed) \_\_\_\_\_ Figure 4.3-9





Community Plan Neighborhoods (Proposed) \_\_\_\_\_ Figure 4.3-10

removed from the Sun Access Criteria requirements. Presently, the Sun Access Criteria apply to an area which is bounded by F Street to the north, Sixth Avenue to the west, 17th Street to the east and L Street to the south. With the Proposed Amendments, the northern, western and eastern boundaries would be retained but the southern boundary would stop at Market Street. Figure 4, Sun Access Criteria, of the Community Plan would be revised as illustrated in Figure 4.3-11.

**Circulation Element.** The hierarchy of streets illustrated in Figure 10, Hierarchy of Streets, of the Community Plan would be revised to reflect the proposed changes to the road network within the Primary Plan Amendment Area. The proposed street hierarchy is illustrated in Figure 4.3-12.

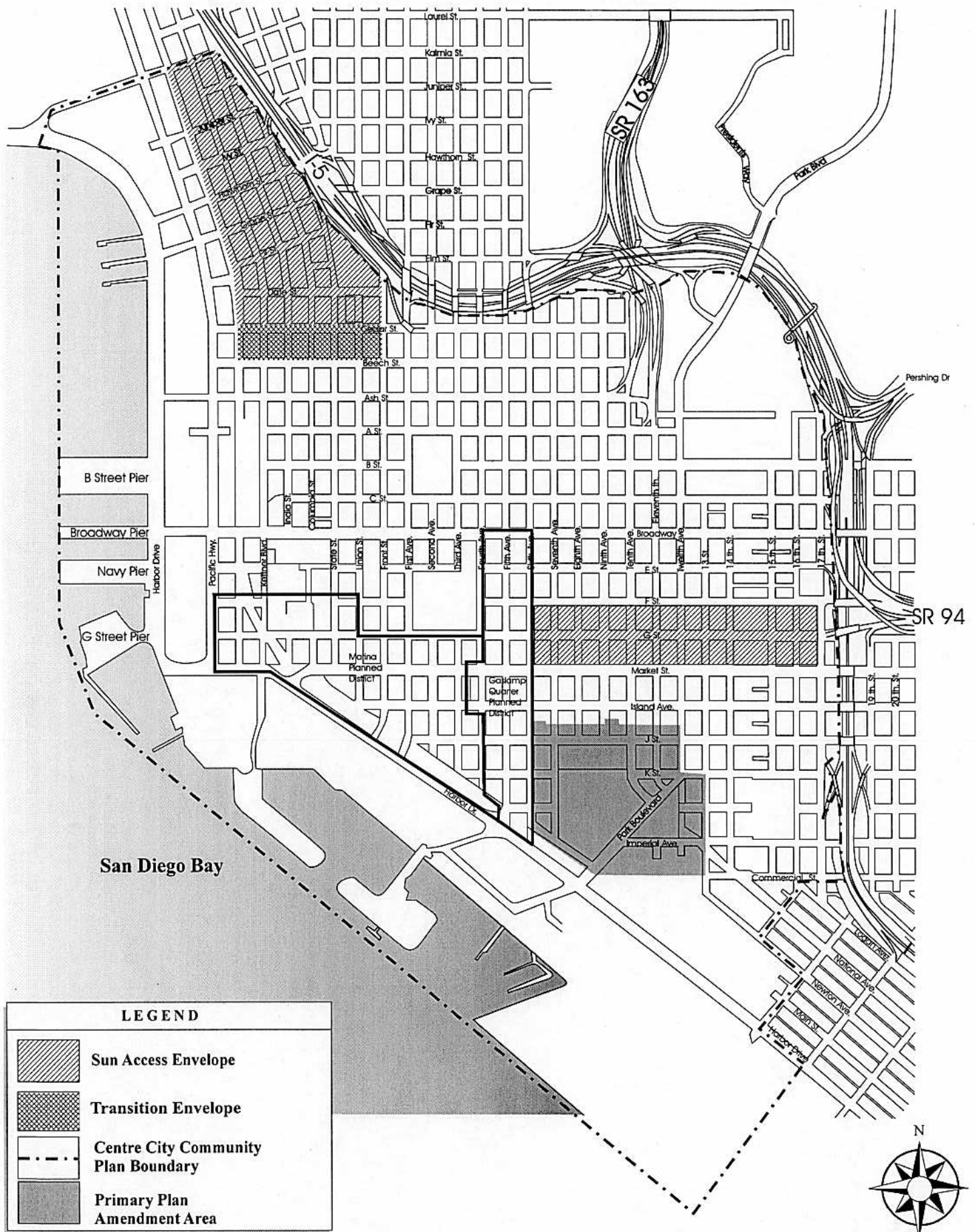
**Urban Design Element.** The Floor Area Ratios (FAR), as illustrated on Figure 4, Floor Area Ratios, of the Community Plan, would be amended to establish a FAR of 6.5 over the Sports/Entertainment District to accommodate the variety of uses anticipated as part of the Ancillary Development Projects. Currently, three different FAR designations apply to the Primary Plan Amendment Area. The portion north of K Street is designated with a FAR of 6.0. The portion south of K Street has a FAR of 6.5 to the west of 13th Street and a FAR of 3.0 to the east of 13th Street. The proposed FAR designation is illustrated in Figure 4.3-13. In addition, the new text would allow for gross floor area to be transferred between projects within the Primary Plan Amendment Area, provided the overall floor area ratio does not exceed 6.5 and the total number of automobile trips, excluding the ballpark and Park at the Park, does not exceed 55,128 average daily trips, ~~the total assumed in the traffic analysis completed for the SEIR for the Ballpark and Ancillary Development Projects.~~

Design guidelines would be created for the Sports/Entertainment District. These guidelines would be advisory. The goals of the guidelines are to: (1) revitalize the Bay to Park Link, (2) revitalize East Village, and (3) reinforce South Embarcadero. The design guidelines would deal with a number of design issues including setbacks, street wall facades, street level treatments, vehicular access, and parking structures.

Two specific subareas would be created within the design guidelines for the J Street Corridor and Sixth/Seventh Avenue Transition Zone. The goal of the J Street Corridor would be to retain the 19th and 20th century character of the Gaslamp Quarter between Sixth and Eleventh Avenues. The Sixth/Seventh Avenue Transition Zone would create an appropriate transition between the ballpark and the Gaslamp Quarter, particularly along K and L Streets.

The text of the Community Plan would be revised to exempt all development within the Primary Plan Amendment Area from building bulk standards. The Primary Plan Amendment Area would also be exempt from street level building design standards.

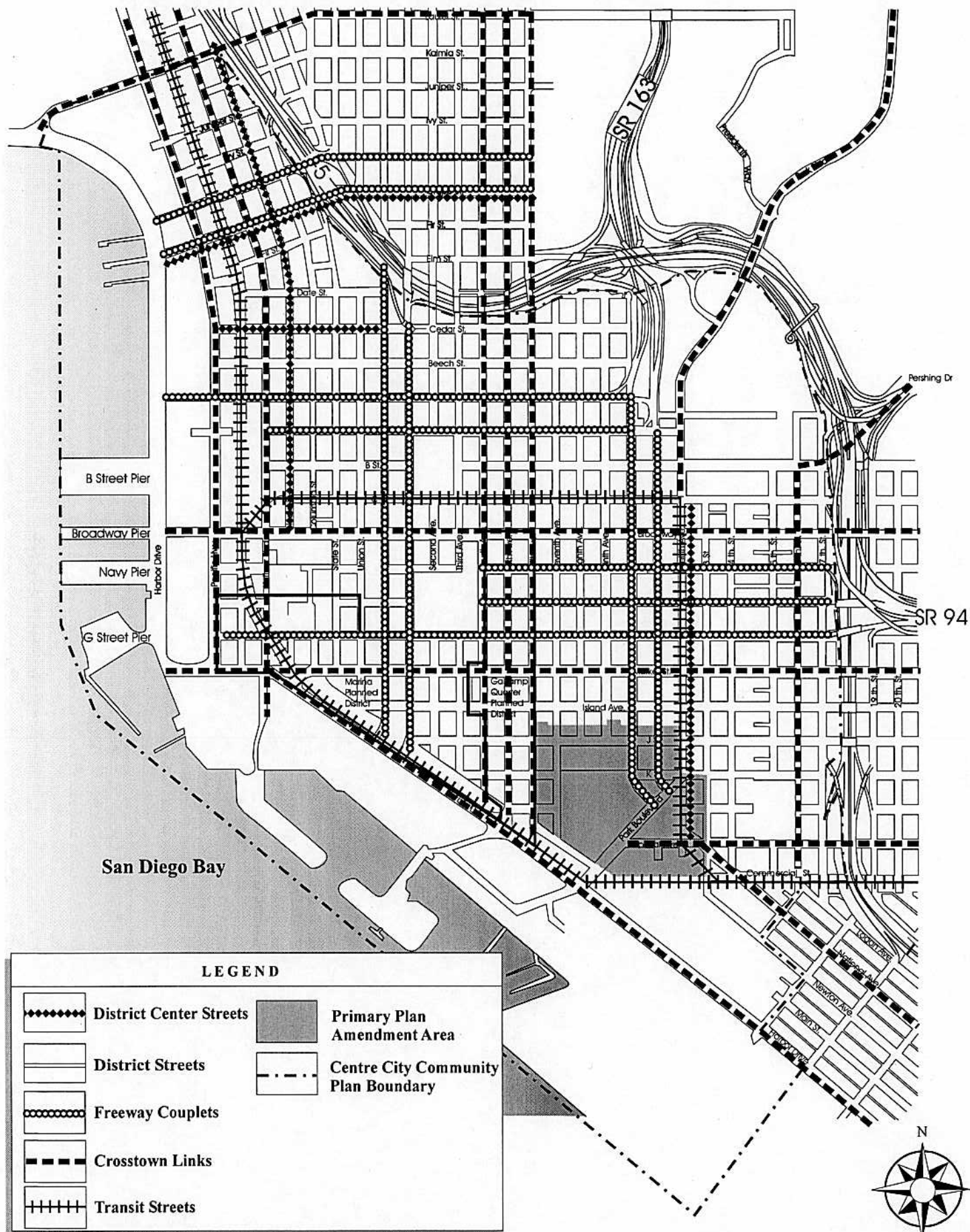
Figures 19, View Corridor Streets, and 20, View Corridor Stepbacks, of the Community Plan would be amended to eliminate view corridor and building stepback designations on those



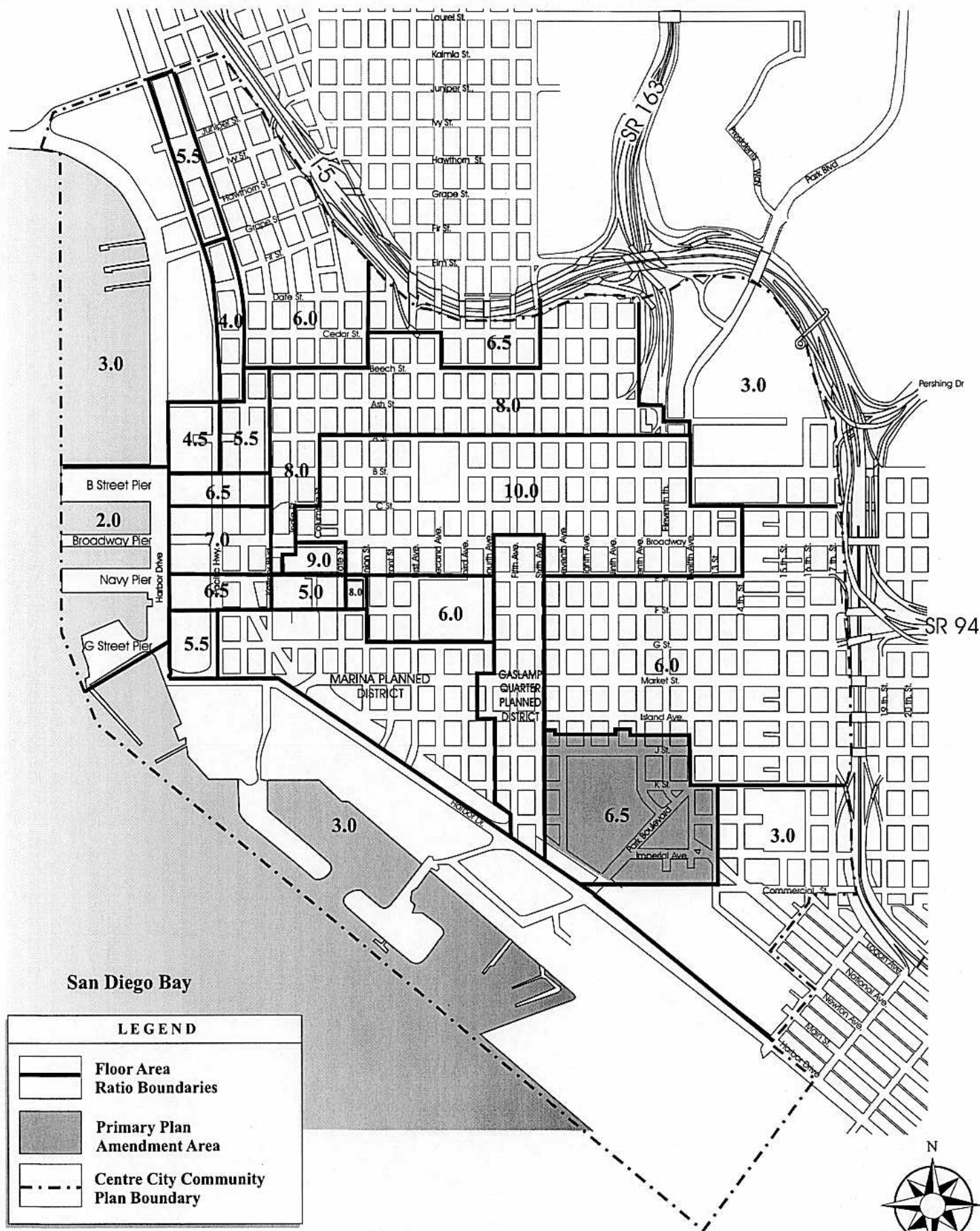
# Community Plan/PDO Sun Access Criteria (Proposed)

Figure 4.3-11





Community Plan Hierarchy of Streets (Proposed) \_\_\_\_\_ Figure 4.3-12



Source: Centre City Community Plan, 1992

Community Plan/PDO Floor Area Ratios (Proposed) \_\_\_\_\_ Figure 4.3-13



portions of Sixth, Seventh, Eighth, Ninth and Twelfth Avenues which occur in the Primary Plan Amendment Area. Park Boulevard between K Street and Harbor Drive would be designated as a view corridor street in the Community Plan. The proposed changes to Figures 19 and 20 are illustrated in Figures 4.3-14 and 4.3-15, respectively.

**Special Projects Element.** Figure 26, Bay-Park Link Demonstration Project, of the Community Plan, depicting the Bay-Park link, would be amended to reflect the proposed road configuration through the Primary Plan Amendment Area. The recommendation for the Bay to Park Link would be changed from Broadway to the proposed Park Boulevard/Twelfth Avenue segment. Figure 4.3-16 illustrates the proposed change to Figure 26.

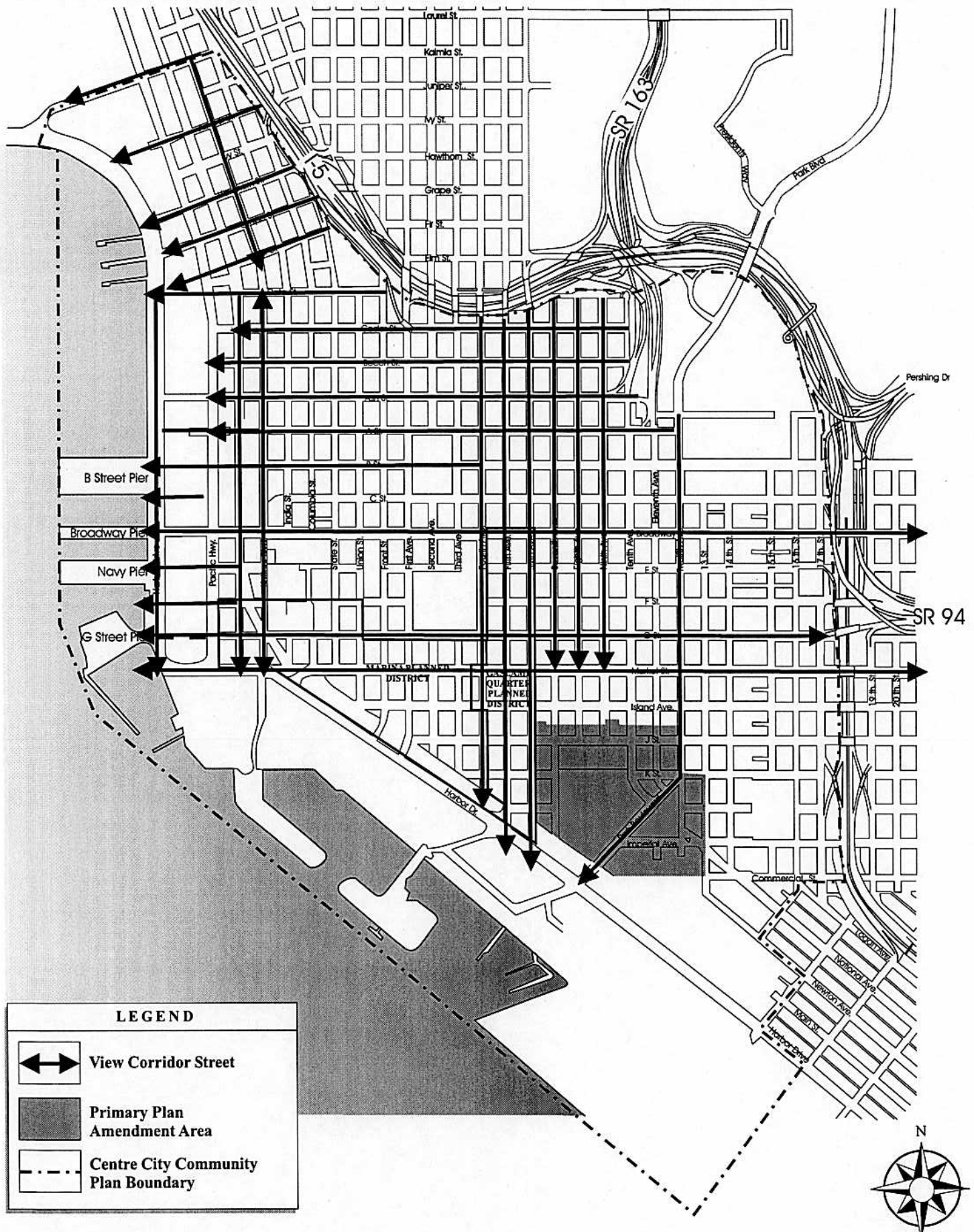
**Downtown Districts.** The narrative describing the Centre City East District would be revised to reflect the proposed changes in the land use district designations and the resultant de-emphasis of residential development within the Primary Plan Amendment Area.

#### Centre City Planned District Ordinance

**Land Use Districts (Section 103.1910).** As with the Community Plan, the land use district designation for the Primary Plan Amendment Area, as illustrated in Figure 2, Land Use Map, of the PDO, would be changed to Sports/Entertainment from Mixed Use/Residential, Hotel/Residential and Commercial Services to eliminate the emphasis placed on residential and support commercial development, and emphasize sports and entertainment facilities as well as retail/commercial development, research and development facilities, residential development and recreation uses. The proposed Sports/Entertainment District is illustrated on Figure 4.3-7. As with the Community Plan, Figure 3, Required Street Level Uses, of the PDO would be amended to delete Twelfth and National Avenues from the street level use requirements. The proposed street level use designation map is illustrated in Figure 4.3-8.

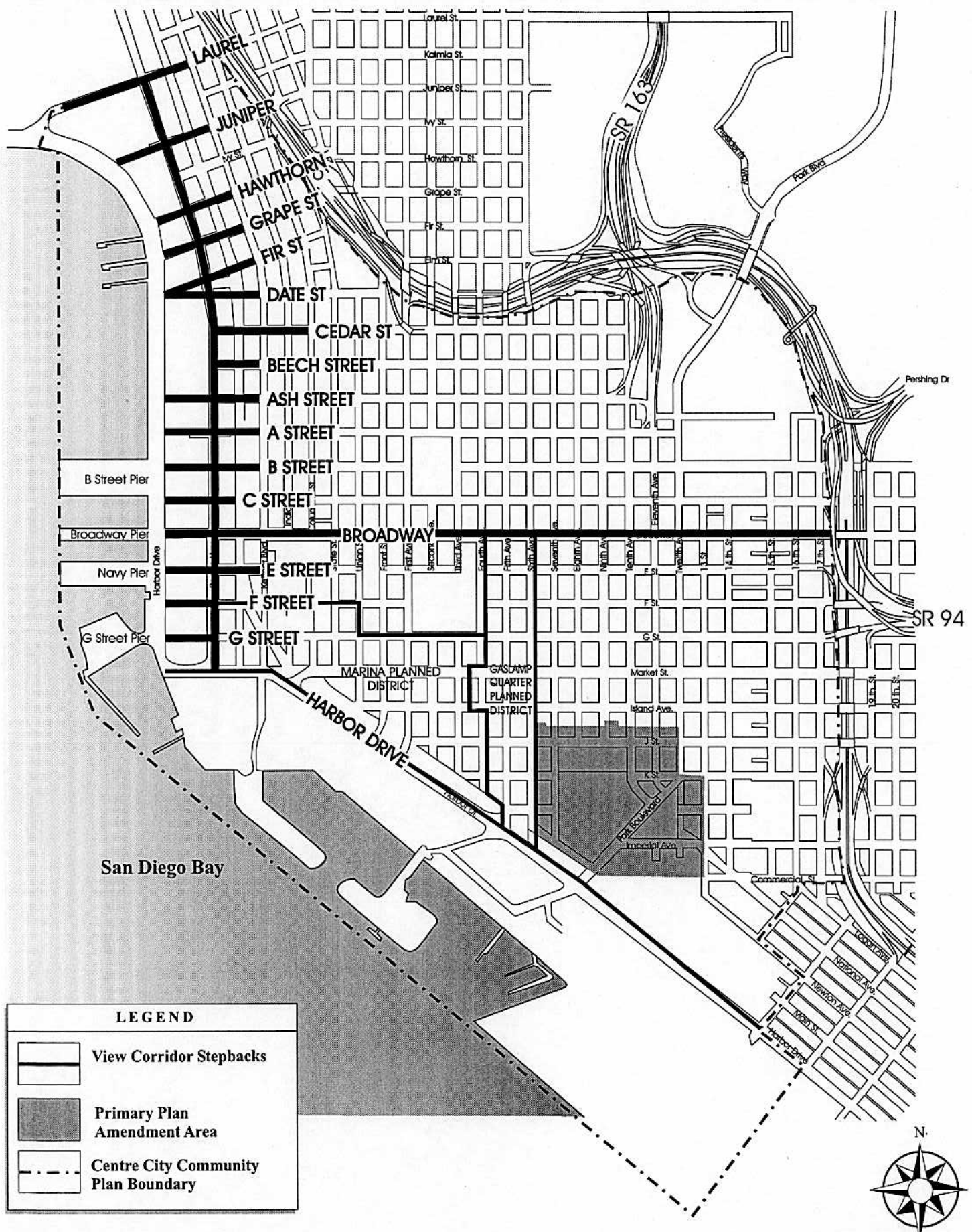
Within the Secondary Plan Amendment Area, the land use regulations would be amended to allow public and semi-public land uses (e.g., park and recreation facilities, schools, and cultural institutions) without the requirement to build residential developments in conjunction with these facilities.

**Ballpark Protection Zone (Section 103.914).** All development exceeding 75 feet in height within the Ballpark Protection Zone (BPZ) would be required to prepare a light, glare and shadow study which demonstrate that the development would not adversely impact activities within the ballpark. Acoustical studies would be required for all development within the BPZ to demonstrate that the proposed development would not adversely impact activities within the ballpark. A signage plan shall be submitted by all development, within an area bounded by J Street, Seventh and Tenth Avenues, and Harbor Drive, to demonstrate that the proposed signage would not conflict with ballpark signage or the surrounding residential neighborhoods.



Source: Centre City Community Plan, 1992

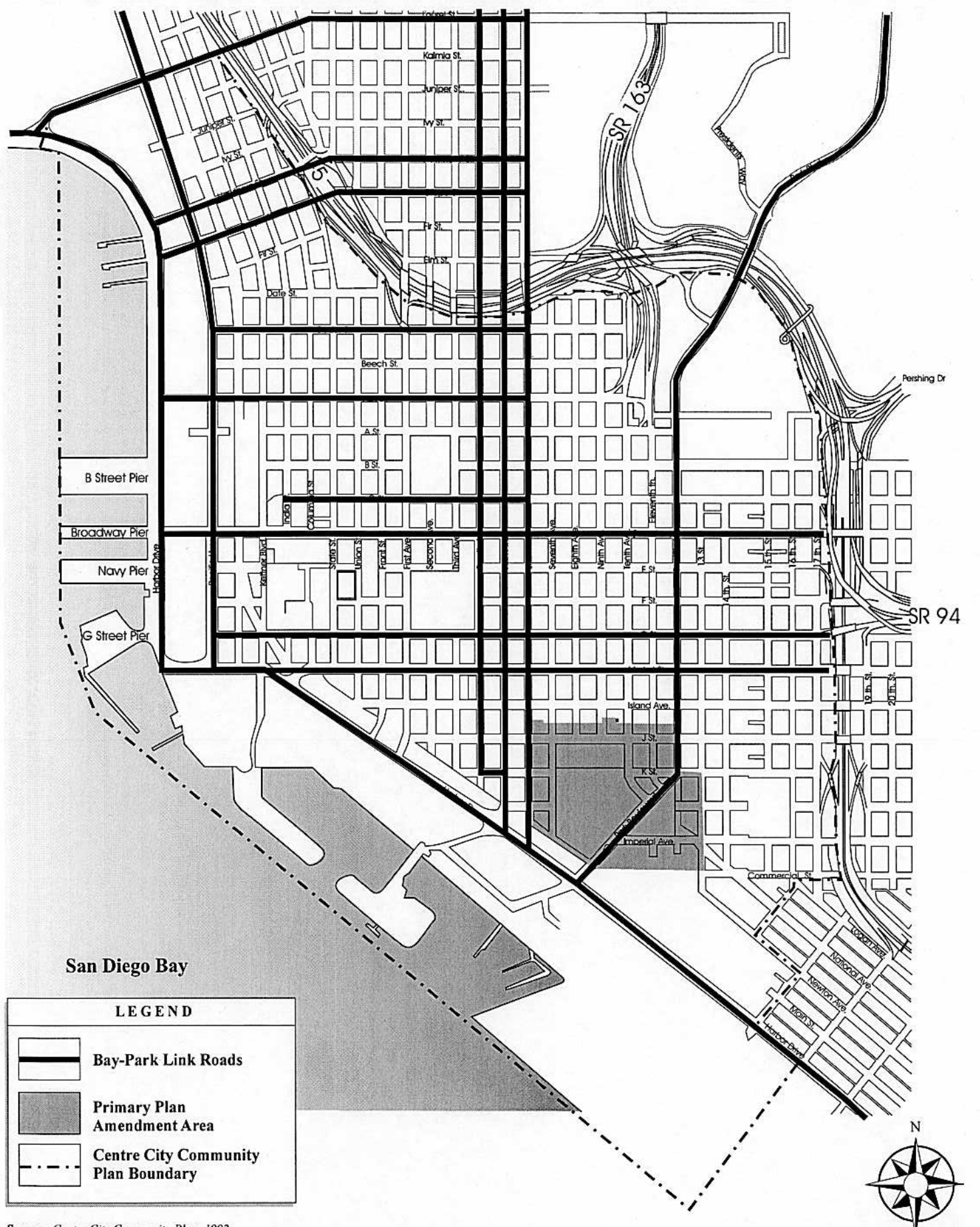
Community Plan View Corridor Streets (Proposed) \_\_\_\_\_ Figure 4.3-14



Source: Centre City Community Plan, 1992

PDO View Corridor Stepbacks (Proposed) \_\_\_\_\_ Figure 4.3-15





Community Plan Bay-Park Hierarchy (Proposed) \_\_\_\_\_ Figure 4.3-16

**Property Development Regulations (Section 103.1915).** The Floor Area Ratios (FAR), as illustrated on Figure 4, Floor Area Ratios, of the PDO, would be amended to establish a FAR of 6.5 over the Primary Plan Amendment Area to accommodate the variety of uses anticipated as part of the Ancillary Development Projects. As with the Community Plan, the PDO currently allows three different FARs over the Primary Plan Amendment Area. Figure 4.3-13 illustrates the proposed FAR for the Primary Plan Amendment Area. Transfer of square footage would be allowed within the Primary Plan Amendment Area as long as the overall FAR does not exceed 6.5 and the total number of automobile trips does not exceed the total assumed in the traffic analysis completed for this SEIR for the Ballpark and Ancillary Development Projects.

Standards established for building dimensions and design would be modified to accommodate the ballpark and ancillary development. Upper tower setback, floor plate, and building top requirements would be eliminated for all buildings within the Primary Plan Amendment Area. Street level building design standards would be eliminated within the Primary Plan Amendment Area.

As with the Community Plan, Figure 7, View Corridor Stepbacks, of the PDO would be amended to eliminate view corridor setback requirements on Seventh, Eighth and Ninth Avenues within the Primary Plan Amendment Area (Figure 4.3-14).

As with the Community Plan, the southern boundary of the Sun Access Criteria zone would be moved north to Market Street in order to remove the Primary and Secondary Plan Amendment Areas from the Sun Access Criteria requirements. Figure 4.3-11 illustrates the revisions which are proposed to Figure 9, Sun Access Criteria, of the PDO.

Street standards relating to curb cut spacing and loading within the Primary Plan Amendment Area would be amended to allow exemptions from these requirements at the discretion of the President of the Centre City Development Corporation.

Plaza design guidelines would be amended within the Primary Plan Amendment Area to allow exemptions from these requirements at the discretion of the President of the Centre City Development Corporation.

Parking regulations would be revised to exempt commercial/professional uses within the Primary Plan Amendment Area from being required to provide below grade parking.

As illustrated in Figure 4.3-1, a Ballpark Protection Zone would be established as part of the PDO Land Use Regulations. The purpose of this designation is to protect the ballpark from activities which may adversely impact the commercial operation of the ballpark.

**Offstreet Loading Requirements (Section 103.1916).** These requirements would be amended within the Primary Plan Amendment Area to allow the President of the Centre City Development Corporation to approve exemptions to offstreet loading requirements.

**Land Use Classifications (Section 103.1925) (Primary Plan Amendment Area).** The description of the Public and Semi-Public land use classification would be amended to include ballparks, stadiums and arenas. In addition, Table 4 would be amended to include ballparks, stadiums and arenas as Public and Semi-Public Uses and allow these uses within the proposed Sports/Entertainment land use district.

**Land Use Classifications (Section 103.1910.C) (Secondary Plan Amendment Area).** The description of the Public and Semi-Public land use classification would be amended to include park and recreation facilities, schools both public and private, and cultural institutions. These uses would be allowed within the Secondary Plan Amendment Area.

### Redevelopment Plan

The Primary Plan Amendment Area currently falls within three separate land use districts under the Redevelopment Plan. The portion north of K Street lies within the Mixed Use/Residential Emphasis District. The portion south of K Street and west of 13th Street lies within the Hotel/Residential District while the portion south of K Street and east of 13th Street lies within the Commercial Services District. As with the Community Plan, Attachment No. 4, Land Use Map, of the Redevelopment Plan would be revised to apply the Sports/Entertainment District to the Primary Plan Amendment Area (Figure 4.3-7).

Other proposed changes include (1) identifying the ballpark as a specific community facility, (2) identifying a Coaster station along Harbor Drive as a desired transit improvement, and (3) defining the desired land use types within the Sports/Entertainment District.

### Centre City East Focus Plan

The Centre City East Focus Plan which identifies a number of land use goals for the Centre City East area would be amended to exempt the Primary Plan Amendment Area from the identified goals and programs identified in the Focus Plan.

### Historic Preservation Focus Plan

The Historic Preservation Focus Plan would be amended to exempt the Primary Plan Amendment Area from the identified goals and programs identified in the Focus Plan.

### Centre City Parking Regulations

**Offstreet Parking Requirements (Section 103.1936).** The text of requirements associated with maximum parking space restrictions would be amended to exclude the Primary and Secondary Plan Amendment Areas in order to allow uses within the ancillary development to include more parking to help meet the demand for parking during ballgame events and allow adequate parking for future public and semi-public uses within the Secondary Plan Amendment Area.

### Centre City Streetscape Manual

The requirements for street trees would be modified to expand the list of allowed street trees to accommodate the tree planting for the Ballpark Project.

#### **4.4 DISCRETIONARY ACTIONS**

Implementation of the proposed Ballpark and Ancillary Development Projects would require approval a number of discretionary actions including but not limited to those identified in Table 4.4-1.

**TABLE 4.4-1**  
**Discretionary Actions**

<b>Discretionary Action <sup>1</sup></b>	<b>Approving Agency</b>
<b><i>Plan Amendments:</i></b>	
Community Plan Amendment	City Council of the City of San Diego
Centre City Planned District Ordinance Amendment	City Council of the City of San Diego
Centre City Parking Ordinance Amendment	City Council of the City of San Diego
Centre City Redevelopment Plan Amendment	City Council of the City of San Diego
Centre City East Focus Plan Amendment	Redevelopment Agency of the City of San Diego
Centre City East Streetscape Manual	Redevelopment Agency of the City of San Diego
Centre City Historic Preservation Focus Plan Amendment	Redevelopment Agency of the City of San Diego
<b><i>Other Actions:</i></b>	
Disposition and Development Agreement(s) (DDAs)	Redevelopment Agency of the City of San Diego/City Council
Owner Participation Agreement(s) (OPAs)	Redevelopment Agency of the City of San Diego/City Council
Centre City Development Permit(s)	Redevelopment Agency of the City of San Diego/City Council (if approved with PDO Amendment, DDA or OPA, otherwise Centre City Development Corporation would be the approving agency)
Parking Permit(s)	Centre City Development Corporation
Parking Structure/Surface Parking Conditional Use Permit(s) (CUPs)	Centre City Development Corporation
Tentative Map(s)	City of San Diego
Resource Protection Ordinance Permit(s)	City of San Diego
Street Design Manual Amendment	Redevelopment Agency of the City of San Diego
Street Vacations and Dedications	City of San Diego
Demolition Permits	Centre City Development Corporation
Waste Discharge Permit	Regional Water Quality Control Board

<sup>1</sup> Note that all necessary approvals must be reviewed by the highest level of authority for any concurrently approved action (i.e., Development Permits approved with the DDA must be reviewed and approved by the Redevelopment Agency of San Diego).



## **5.0 ENVIRONMENTAL IMPACT ANALYSIS**

### **5.1 LAND USE/PLANNING**

#### **5.1.1 Existing Conditions**

##### **5.1.1.1 Onsite Uses**

The Ballpark and Ancillary Development Projects Area contains a mixture of land uses. Much of the area is either vacant, or being used for parking or storage. It is estimated that approximately 70 percent of the land area within the Ballpark and Ancillary Development Projects Area does not support buildings. The balance of the area is comprised of a mixture of land use types including commercial, industrial, and residential. Despite the relatively large area covered by the Ballpark and Ancillary Development Projects, there are relatively few active businesses and even less residential units. Based on the Relocation Plan for the East Village Redevelopment District (Pacific Relocation Consultants, 1998), there are only 69 separate businesses and 27 residential units located within the 75-acre Ballpark and Ancillary Development Projects Area. This report contains a detailed listing of the businesses and the nature of their activities.

As discussed in Section 5.3, many of the existing buildings date back to the early 1900's when the area was characterized by industrial and warehouse activities. Most of these buildings have been reused for new commercial activities; however several have been converted to residential lofts. Approximately 75 buildings of varying size occur within the Ballpark and Ancillary Development Projects Area. Surface parking lots are common in the area. Vacant land also is common in the area. Five full blocks, which were previously used by SDG&E, have been cleared and are currently vacant. A number of other vacant lots are located throughout the Ballpark and Ancillary Development Projects Area.

Commercial uses include professional (artistic/design services), wholesale and retail sales, light manufacturing and supply, storage yards. Vegetable and fruit produce distribution is a major activity in the area and is located mainly along J Street and Seventh Avenue. Other activities include printing, water purification, fastener manufacturing, construction, marine hardware, storage, and food refrigeration/distribution. A performing arts theater, Sushi Performance Gallery, is located within the ReinCarnation Building.

Residential development in the Ballpark and Ancillary Development Projects Area is limited to six buildings. The largest include the "Candy Factory" at Eighth Avenue and K Street, the ReinCarnation Building at Eleventh Avenue and J Street, J Street Lofts at Eighth Avenue and J Street, and the ArtPlex at Ninth Avenue and K Street. One hotel, the Clarion Hotel, is located at Seventh Avenue and K Street.

In addition to the commercial and residential uses, the Primary Plan Amendment Area is also used for civic purposes including the City of San Diego Fire Station located at Eighth Avenue and J Street and the MTDB maintenance yards at Twelfth Avenue and K Street. A shelter operated by The San

Diego Rescue Mission, located at Twelfth Avenue and J Street, is the only social service organization within the Ballpark and Ancillary Development Projects Area.

### **5.1.1.2 Surrounding Land Uses**

As with the uses within the Ballpark and Ancillary Development Projects Area, the surrounding uses include a mixture of land use types. A foot survey of the uses located within a two-block radius of the Ballpark and Ancillary Development Projects Area follows.

#### North

The northern survey area includes properties between Market Street and J Street stretching east from Sixth Avenue to Interstate 5. This area includes a broad mix of uses from residential to light industrial, but without any consistent pattern of development. Surface parking lots and vacant land also occur in this area. Uses within the area are in various stages of deterioration and/or redevelopment.

Commercial uses include a variety of activities. Fruit and vegetable produce distribution centers are operating within existing warehouses west of Tenth Avenue. These produce distribution centers represent the largest uses by size of the structures and the volumes observed during the survey. Automobile service uses are intermixed throughout the entire stretch of the northern survey area and provide no consistent pattern of development or location. Retail establishments, restaurants and antique shops are generally located along or in close proximity to Market Street. One entire block, between 15th and 16th Streets and from Market Street to Island Street, is occupied by a self-storage facility.

The area is also intermixed with residential use types including single-family detached, multi-story apartments and single-room-occupancy hotels. Two buildings with live/work lofts occur within the center of the northern survey area.

#### South

The southern survey area includes properties south of Commercial Street stretching west-northwest towards the 12th and Imperial Trolley Transfer Station from I-5 and then northwest to Fourth Avenue. Land uses within the survey area are somewhat varied. The entire southern survey area is dominated by industrial/heavy commercial land uses including warehouses, supply-distribution centers and automobile-related businesses. Land use to the southeast is intermixed with surface parking lots, residential structures, vacant buildings and limited commercial retail uses. The residential structures consist predominantly of single-family, detached homes along Logan Avenue and one small cottage complex at the southeast corner of Commercial Street and 17th Street. An entire block bordered by Commercial Street, Newton Avenue, National Avenue and 16th Street is vacant but is used as a dumping ground or storage area for random industrial equipment and discarded items. The south-central segment is occupied completely by the San Diego Trolley Center which includes the MTDB headquarters building, a parking structure, trolley station, maintenance

facilities, storage tracks and switching station. The offices of the Health and Human Services of the County of San Diego Health Department are located in the MTDB headquarters building. The southwestern segment includes the San Diego Convention Center and the convention center expansion which is currently under construction.

### East

The eastern survey area included properties between 15th Street and Interstate 5, stretching south from Market Street to Commercial Street. The St. Vincent de Paul Village, which offers a variety of services to the homeless, occupies the block between 15th Street and 16th Street, south of Imperial Avenue. The area along 16th Street is intermixed with commercial/light industrial uses, warehouses, automobile service, and limited residential land uses. The Imperial Avenue Bus Division bus yard and maintenance facility is located at 16<sup>th</sup> Street and Imperial Avenue. Both sides of 17th Street are dominated by a mix of small single-family, detached residential and apartments. An adult homeless day center is located on 17th Street.

### West

The western survey area included properties between Fourth and Sixth Avenues, stretching south from Market Street to Harbor Drive. This survey area encompasses the Gaslamp Quarter. The area is dominated by a mix of street-level commercial retail uses and restaurants, with residential, professional office and hotel uses above. The southern portion of this survey area, specifically Fifth Avenue adjacent to Harbor Drive, serves as the gateway entrance to the Gaslamp Quarter. This gateway area consists of restaurants, a trolley stop and visitor information center, and numerous surface parking lots.

#### **5.1.1.3 Relevant Plans, Ordinances, and Policies**

Several City of San Diego plans and policies have been adopted which address the site of the Proposed Activities. The plans and policies governing development in the site of the Proposed Activities are discussed in the following paragraphs.

#### Progress Guide and General Plan

The City of San Diego Progress Guide and General Plan is a comprehensive long-term plan for the physical development of the City presenting overall policies for the entire City. The General Plan views the downtown area as a regional center as reflected by the Mixed Use land use designation applied to the area within which the Ballpark and Ancillary Development Projects are proposed. Mixed Use development includes office, administrative, financial, residential and entertainment. The goal of new development in downtown is to strengthen the viability of the area through renewal, redevelopment and new construction.

Overall, the Progress Guide and General Plan provides regional goals and policies which don't relate to specific development proposals. In general, the Centre City Community Plan, which is discussed next, reiterates the goals and objectives of the Progress Guide which apply to Centre City.

### Centre City Community Plan

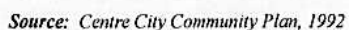
The major policies and objectives related directly to future development in downtown San Diego are outlined in the City of San Diego's Centre City Community Plan. The Community Plan implements the City's Progress Guide and General Plan for Centre City.

As illustrated in Figure 5.1-1, the Ballpark and Ancillary Development Projects Area is primarily divided into two land use districts: Hotel/Residential and Mixed Use/Residential Emphasis. Each of these land use designations is intended to promote residential uses. A small portion of the Ballpark and Ancillary Development Projects Area lies within the Commercial Services Use District. The residential component of projects within the Hotel/Residential and Mixed Use Residential must represent at least 75% and 80% of the overall gross square footage, respectively. Hotels, multi-family residences, single-room occupancy residences, live/work quarters, retail sales and services, and restaurants are uses intended for the Hotel/Residential District. Uses within the Mixed-Use/Residential Emphasis District include: multi-family residences; live/work quarters; single-room occupancy hotels; small businesses, offices and services; retail sales and services; and restaurants. The Commercial Services District is intended to provide for business, commercial and limited industrial uses that function in support of downtown uses.

As indicated earlier, the Centre City Community Plan contains a number of objectives and policies applicable to the area of the Proposed Activities.

### ***Land Use***

- Stimulate mixed-use office, commercial, and residential development adjacent to the core and along transit corridors to provide support services for both businesses and residents and to serve as a buffer for residential neighborhoods.
- Preserve the identity of existing special districts and neighborhoods like Little Italy, Chinese Thematic Historic District, the Gaslamp Quarter, and the Arts District, and promote new ones.
- Stimulate residential development downtown, especially in Centre City East, Harborview and Cortez Hill
- Minimize incompatible uses that reduce the quality of the neighborhood environment.
- Provide public facilities, services, and open space that have been determined to be amenities which enhance the downtown environment.



Community Plan/PDO/Land Use Districts \_\_\_\_\_ Figure 5.1-1

### ***Housing***

- Direct a larger proportion of San Diego's regional housing growth to downtown.
- Achieve a residential population in the Centre City Community Plan area of at least 51,340 by 2025.
- Stimulate residential development, especially in Centre City East, . . . with zoning incentives and "magnet" amenities like small parks, plazas, community centers, playgrounds, and landscaped streets to give neighborhoods a sense of community. Remove existing land uses, and discourage the location of future land uses, which are inappropriate to the development of neighborhoods in downtown through zoning requirements.
- Encourage a variety of housing, including highrise, midrise, and mixed use; condominiums to buy and apartments to rent; units for singles, couples, and for families with appropriate amenities for each (for instance, child care facilities for families).
- Provide a balance of high, moderate, and low-income housing to meet the needs of all income levels.

### ***Circulation***

- Reduce long-term onsite parking downtown in conjunction with the provision of increased transit and viable parking alternatives. Provide intercept parking at convenient locations (focused near the points of trip origin) and implement a Parking Management Plan for downtown.
- Aim for increased use of mass transit, especially by daily commuters, with less reliance on automobiles and long-term downtown parking.
- Reduce conflicts between peak hour traffic flow and the delivery of goods and services in downtown.
- Protect downtown neighborhoods from through traffic and spillover parking.
- Provide a continuous pedestrian-oriented circulation system which connects offices in the core to the trolleys and buses, parking structures and major retail and public activity areas.

### ***Urban Design***

- Protect views of the bay by establishing view corridors which accentuate key public rights-of-way (streets and sidewalks, both existing and proposed) with appropriate zoning, setbacks and design standards. Further, protect major bay views from key freeway points and similar locations by clustering of tall buildings, slender towers, proper building orientation, and floor area restrictions and height limits where necessary.
- Enhance the principal streets traversing downtown with particular emphasis on Broadway and Fifth Avenue. Aim for interesting, tree-lined streets throughout Centre City with all buildings designed to be pedestrian-friendly at ground level.
- Plan downtown district-by-district giving due consideration to the special needs, constraints, and characteristics of each district.

### ***Open Space***

- Establish the streets of downtown as a primary element of the open space system-as connections to the waterfront, Balboa Park, activity centers, parks, and plazas; as tree-lined open spaces; and as continuous recreational paths. Utilize other public rights-of-way (view corridors, railroad tracks) and other smaller unusable areas as landscaped open space.
- Provide a major open air space - a plaza or park-for large public gatherings.
- Provide user-friendly, safe and continuous bicycle access to and within downtown for both leisure and work trips.
- Provide a system of small open spaces throughout downtown -vest pocket parks, plazas, fountains, landscaped streets- to supplement the large open spaces of the waterfront to Balboa Park, to link the various downtown districts and to provide focal points for the various neighborhoods.

### ***Human, Social and Educational Services***

- Design and locate human service facilities in a manner which assures easy access for consumers and promotes compatibility with the surrounding neighborhood environment.
- Encourage the location of additional colleges, universities and professional schools in Centre City.

### ***Culture, Arts and Entertainment***

- Create a major plaza, town square or park for large outdoor gatherings, holiday celebration,, ethnic fairs, art festivals, jazz concerts, parades, etc.
- Support the developing cultural and entertainment activities in the Gaslamp Quarter, the Arts District, Little Italy, the Chinese/Asian Thematic Historic District and others.
- Encourage uses and activities which make for a 24-hour downtown.
- Promote the expansion of the entertainment industry.

### ***Urban Conservation***

- Enrich downtown by preserving buildings, and groups of buildings, that create a strong sense of character or theme, through a combination of architectural cohesiveness or social interest; like the Gaslamp Quarter and the Chinese/Asian Thematic Historic District.
- Encourage new, infill development to respect the scale, character and architectural and visual integrity of existing and potential historic buildings and thematic districts.
- Encourage adaptive reuse and rehabilitation of historic and non-historic buildings, and encourage appropriate in-fill development by establishing protective regulations and incentives.



### ***Special Projects***

- Locate “one of a kind” activities in Centre City such as an open-air amphitheater, an aquarium, a municipal gymnasium, a stadium, or a civic center complex.
- Promote the development of specialized businesses, services and entertainment facilities in such unique areas as the Gaslamp Quarter, Little Italy, the Arts District, the Chinese/Asian Thematic Historic District and others.
- Initiate public-private partnerships to create new development and financing strategies.

### ***Facilities Financing***

- Utilize tax increment financing throughout Centre City Redevelopment Project Area to provide funding for required public infrastructure, facilities and amenities.

### ***Other Criteria***

The Centre City Community Plan also contains detailed Urban Design and Sun Access Criteria which are directly related to the Proposed Activities. The Urban Design Criteria are identified and analyzed in Section 5.4 of this SEIR.

Sun Access Criteria are established in the Housing Element to create comfortable outdoor activity areas in residential neighborhoods. In order to achieve desired sun access, building height limitation are imposed within specific areas of the Community Plan. The portion of the Proposed Activities lying north of K Street lies within a Sun Access Envelope. Within this area, stepbacks are required on street walls with a height greater than 50 feet in the envelope and 80 feet in the transition zone. The area between K and L Streets lies within a Transition Envelope. Height and step back criteria in this area allow greater shadows but still restrict shadowing.

### **Centre City Redevelopment Plan**

The Redevelopment Plan for the Centre City Redevelopment Project consists of the text, the legal description of the Redevelopment Project Area boundaries, the Redevelopment Project Area map, the description of publicly-owned facilities, and the land use map. The proposed Redevelopment Plan conforms to the Progress Guide and General Plan for the City of San Diego.

As with the Community Plan, the majority of the Ballpark and Ancillary Development Projects Area lies within the Mixed Use/Residential Emphasis and Hotel/Residential Districts; a small portion lies within the Commercial Services District. The Redevelopment Plan contains a variety of objectives for the Expansion Sub Area which includes the Ballpark and Ancillary Development Projects Area. Objectives relevant to the Ballpark and Ancillary Development Projects include:

- Develop a strong financial/commercial core surrounded by mixed use and residential neighborhoods which have the amenity and commercial services necessary to support a vibrant downtown;
- Make downtown San Diego the dominant regional center for music, theater, dance and visual arts, for dining out and for entertainment and public festivals;
- Substantially increase the number of people living downtown and provide a range of housing to meet the needs of an economically and socially balanced population;
- Create new residential communities taking advantage of San Diego Bay and other amenities;
- Encourage the strengthening of an arts district;
- Encourage the rehabilitation and upgrading of properties, including historical and architecturally-significant structures and sites;
- Strengthen the economic base of downtown through the installation of needed public improvements, including transit and parking facilities, to stimulate new commercial, residential, employment and economic growth, and to improve the circulation of people and vehicles;
- Provide community facilities which serve the needs of urban residents including community centers, recreational facilities, parks, and open space in all Sub Areas of downtown; and
- Comprehensively implement redevelopment taking into consideration and being supportive of the objectives of the Columbia, Marina and Gaslamp Sub Areas.

### Centre City Planned District Ordinance

The Centre City Planned District Ordinance (PDO) establishes specific design and development criteria or development standards to implement the Redevelopment Plan and the Community Plan. The main thrust of the regulation or development standards set forth by the PDO is to reinforce Centre City as the regional center for office, finance, government, and cultural events; to create neighborhoods with a residential emphasis; to produce distinct mixed-use developments with the amenities and services necessary to support a vibrant urban center; to maximize access, use, and enjoyment of the waterfront; to encourage gracefully designed buildings with sculptured, articulated building tops to achieve a more interesting and varied skyline; and to provide a pedestrian environment.

Like the Community Plan, the Centre City PDO designates the Ballpark and Ancillary Development Projects Area for residential development as the dominant use. The Ballpark and Ancillary Development Projects lie within three PDO land use districts. The majority of the area lies within the Hotel/Residential District (G). The portion north of K Street lies within the Mixed Use/Residential Emphasis District (C) while the portion south K Street and east of 13th Street lies within the Commercial Services District (E). As discussed earlier, the Hotel/Residential is intended to promote individual hotels and residential development. The Mixed Use/Residential Emphasis Districts is intended to promote residential development. The Commercial Services District is intended to provide business, commercial and limited industrial uses.

The PDO reflects many of the goals and objectives of the Centre City Community Plan. As with the Community Plan, the PDO designates the area for Hotel/Residential, Mixed Use/Residential Emphasis and Commercial Services activities. It applies the same Urban Design and Sun Access Criteria as the Community Plan.

In addition to reiterating goals of the Community Plan, the PDO establishes the following design standards which currently apply to development within the Primary Plan Amendment Area. A more detailed discussion of the specific design standards can be found in Section 5.4.

- Street level uses along Twelfth Avenue are required to represent at least 70% of the street wall frontage of buildings.
- Floor area ratios shall not exceed the maximums identified in the PDO which, in the case of the Ballpark and Ancillary Development Projects, range from 3.0 to 6.5.
- Building bulk restrictions are established for buildings in excess of 125 feet in height. Restrictions include building setbacks at upper elevations and maximum floor plate dimensions.
- Design standards are established for street walls including height, property line setback, architectural treatment, and pedestrian access.
- View corridor setbacks are established for Seventh, Eighth and Ninth Avenues.
- Vehicular access standards (e.g., curb cut location) are established.
- Below grade parking requirements are established for commercial/professional uses with a FAR over 4.0 or a site area greater than 10,000 square feet.
- Parking structures are required to devote at least 50% of the street wall to street level uses.
- Landscape and lighting standards are established for surface parking lots
- Signage regulations are established which govern the size, type, and placement of signs.
- Sun Access Criteria.

#### Centre City East Focus Plan

The Centre City East Focus Plan implements the Redevelopment Plan and the Centre City Community Plan. Consequently, many of the goals of this plan reflect those of the Community Plan (e.g., promote residential uses, retain historic buildings, and promote urban design). The purpose of the Focus Plan is to develop a strategy for specific action which catalyzes new development in the Ballpark and Ancillary Development Projects Area. The plan discusses social concern strategies as well as general and specific implementation strategies to reach the vision of the Focus Plan.

Specific goals which relate to the Ballpark and Ancillary Development Projects and not included in the Centre City Community Plan or PDO are summarized below.

- Reinforce Twelfth Avenue as the commercial neighborhood and community focus, and as a transportation spine.
- Upgrade infrastructure including street lights, sewer, water, storm drains and underground power lines.

- Provide park and community facilities in the general area bounded by Ninth Avenue, J Street, Tenth Avenue and K Street.
- Encourage art and design-oriented uses along local streets including Twelfth Avenue and J Street.
- L Street between Fifth Avenue and 14th Street is identified as an important street corridor.
- Eighth Avenue is identified as an important street because it connects the business core with the Convention Center and exposes motorists to the warehouse and arts uses in the area.
- J Street is an important street because it links Centre City East with the Gaslamp District.
- Commercial Street and Imperial Avenue are important streets because they connect the Centre City East area with surrounding neighborhoods to the east and south.

### Historic Preservation Focus Plan

This plan is intended to help achieve the goals of the Community Plan to preserve, restore and/or reuse historic buildings within the downtown area. The main thrust of the plan is to list the important downtown historic resources and identify sources available to help fund programs to preserve, restore and/or reuse important historic buildings.

### Centre City Parking Ordinance

The Centre City Parking Ordinance establishes policies and criteria that support the land use and transportation objectives of the Centre City Community Plan. The objectives for the Parking Ordinance include: encouraging a comprehensive transportation system with a major emphasis on public transit; meeting the transportation requirements generated by development in Centre City; encouraging public transit to, from, and within Centre City; reducing single-occupancy vehicle trips to Centre City; and limiting the amount of off-street parking and reducing the amount of land area devoted exclusively to parking in Centre City.

A parking permit is required for any development which would result in an increase in dwelling units, rooms, off-street parking, or an increase in gross square footage of a building by greater than 20% or 5,000 square feet, whichever is greater. In order to obtain a parking permit, developments must demonstrate that they achieve the off-street parking standards contained in the ordinance.

Minimum off-street parking standards are only established for residential developments. The minimum standards for residential uses are as follows:

<u>Use</u>	<u>Minimum Number of Spaces</u>
Single Room Occupancy Hotel	0.2 space per room
Senior Housing	0.2 space per room
Live/Work Quarters	0.5 space per unit
Studio Units	0.5 space per unit
Multi-family Units	0.5 space per unit
Living Units	0.9 space per unit

**Group Residential****1.0 space per room**

Maximum parking space ratios are established by the Parking Ordinance for all use types within the Community Plan area. The maximum standards by general use are as follows:

<u>Use</u>	<u>Maximum Number of Spaces</u>
Commercial/Professional Office	1.0 space per 1,000 square feet <sup>1</sup>
Commercial Retail (Food and Retail Sales)	2.5 spaces per 1,000 square feet
Commercial Retail (Wholesale Sales)	1.0 space per 1,000 square feet
Commercial Services (General)	1.0 space per 1,000 square feet
Banquet Facilities, Clubs, Lodges	1.0 space per 150 square of seating
Building Materials & Sales	1.0 space per 1,000 square feet of lot
Eating and Drinking Establishments	2.5 to 5.0 spaces for each detached use
Mortuaries	1.0 space per 150 square feet of seating
Nurseries	1.0 space per 1,000 square of sales area
Bed & Breakfast, Hotels	0.7 space per room
Colleges & Universities	0.25 space per Student
Community & Human Care	1.0 space per 1,000 square feet
Cultural Institutions	1.0 space per 1,000 square feet
Hospitals & Clinics	1.0 space per 1,000 square feet
Performing Arts/Theaters	1.0 space per 8 seats
Religious Assembly	1.0 space per 150 square feet of seating
Vehicle/Equipment Sales and Service	0.5 space per 1,000 square feet
Industrial	0.5 space per 1,000 square feet

<sup>1</sup> Maximum number of spaces per 1,000 feet will decrease to 1.0 space in the year 2000.

**Resource Protection Ordinance**

The City of San Diego's Resource Protection Ordinance (RPO) is applicable to development within the Centre City Community Plan area including the Ballpark and Ancillary Development Projects Area. The RPO is intended to protect environmentally sensitive lands including significant prehistoric and historic resources, biological resources, hillsides and floodplains. Projects which would impact any of these resources are required to obtain a RPO permit, and demonstrate conformance with the development limitations imposed by RPO on these environmentally sensitive lands. The RPO establishes specific development regulations and permitted uses within each type of environmentally sensitive lands. However, as the only environmentally sensitive lands found within the Ballpark and Ancillary Development Projects Area are related to historic and, potentially, prehistoric resources, no further discussion is offered relative to biological resources, hillsides and floodplains.

With respect to historic and prehistoric resources, RPO protects these resources when they are determined to be significant. Significance is attributed to resources which possess unique cultural, scientific, religious or ethnic value of local, regional, state or federal importance. More specifically, buildings that are included on one of the following categories are covered by RPO:

State Landmark Register, City of San Diego Historical Sites Board List, or included, or eligible for inclusion, on the National Register of Historic Places federal designation. Prehistoric resources are covered by RPO if they are either areas of past human occupation where important pre-historic events occurred, or locations of past or current traditional religious or ceremonial observances (e.g., burials, pictographs, petroglyphs or sacred shrines) which are protected by the Public Resources Code or American Indian Religious Freedom Act.

The RPO does not permit development of significant historic or prehistoric resources unless all feasible measures to protect or preserve the resources are included as conditions of project approval. Alterations and improvements to significant historic or prehistoric resources may be permitted if they would enhance, restore, maintain or repair the resources and not adversely impact the special character or historic value of the resource.

### **5.1.2      Significance Criteria**

For purposes of this SEIR, impacts to land use would be significant if the Proposed Activities would:

- Be incompatible with adjacent land uses and surrounding densities;
- Substantially conflict with the established community character; or
- Be inconsistent or conflict with the goals, objectives and policies of the Centre City Community or Redevelopment Plans, or any other applicable plan, policy, ordinance, guideline or regulation.

### **5.1.3      Environmental Impacts**

#### **5.1.3.1      Ballpark Project**

##### **Land Use Compatibility**

Events at the proposed ballpark would involve a number of aspects which would conflict with surrounding uses. Potential conflicts would be associated with an overall increase in noise, light and people attending ballpark events. In addition, the movement of the homeless population currently inhabiting the Ballpark Project Area into surrounding areas would conflict with surrounding land uses. Although use of the Park at the Park would be generally passive recreational uses such as picnics, sunbathing and reading, proposed concerts could create noise, lighting and pedestrian activities which may have impacts similar to the ballpark. Activities associated with the Retail at the Park would not conflict with surrounding uses as similar activities already occur in the area.

Noise generated by ballpark events would have a significant impact on the surrounding area. As discussed in Section 5.5, events at the ballpark, most notably baseball games and concerts, would generate peak sound levels which would disturb sleep in nearby hotels and residential units as well as disturb performances in a nearby theater. Surrounding residential neighborhoods in

Sherman Heights and Barrio Logan would not be significantly impacted by event noise. Noise would be generated from a variety of activities including announcements, cheering, amplified music, and fireworks. In general, cheering and fireworks would be sporadic and of short duration while concerts would involve continuous noise from amplified music.

Light intrusion from field lighting would have a significant impact on nearby light-sensitive uses including residential, hotels and performing arts. As discussed in Section 5.6, light spilling into adjacent areas from the field lights would be of sufficient intensity to interfere with sleep in nearby hotels and residential units. Light spill could also disrupt theater performances at the nearby Sushi Performance Gallery by entering through building skylights. In general, surrounding neighborhoods would not be significantly impacted by light spill.

As discussed in Section 5.12, the Ballpark Project would displace the homeless population which currently inhabits the Ballpark Project Area. Although accurate estimates of the number of people affected is difficult, recent surveys of the general area of the Ballpark Project (Homeless Outreach Team, March 25, 1999, incorporated herein by reference and available for public review at the San Diego City Clerk's Office) would indicate that the number of displaced persons relying on the Ballpark and Ancillary Development Projects Area for evening shelter would likely be less than 100. Based on the analysis contained in Section 5.12, homeless displacement would significantly degrade the physical environment within surrounding areas. Sanitation concerns created by the absence of public bathroom facilities combined with the potential increase in crime due to an increase in the homeless population in surrounding areas would result in a significant land use compatibility impact.

As discussed in Section 5.2, parking associated with events at the ballpark has the potential to significantly impact surrounding land uses including businesses in the Gaslamp Quarter and other downtown areas as well as residential neighborhoods such as Sherman Heights and Barrio Logan. With respect to surrounding neighborhoods, parking shortages and high prices would encourage people to park in outlying residential neighborhoods. Parking in these neighborhoods would deprive residents of street parking needed to meet the local residents' needs. In addition, parking controls such as special permit parking for residents could also impact residents by making it difficult for their guests to find parking while visiting. People walking to and from their cars could impact residential neighborhoods through a variety of means. Conversations among event-goers, particularly in the late evening hours would be disruptive to residents by interfering with television-watching, conversations and sleep. Other land use conflicts with surrounding residential neighborhoods would be related to litter and sanitary concerns. People leaving events have a high potential for littering. In addition, comments during SEIR scoping meetings indicated that neighborhoods around Qualcomm Stadium have experienced problems with people urinating on private property on the way back to their cars, although police have indicated that there have been no reports of such problems.

Event parking demand could significantly impact the Gaslamp Quarter, primarily on weekends. As discussed in Section 5.2, parking is already in short supply around the Gaslamp Quarter and competition from ballpark event demand would compound this problem. The problem would be



greatest during Friday and Saturday evening events when demand for parking from Gaslamp Quarter uses is highest. Although ballpark events would have a negative impact on Gaslamp Quarter parking, the Ballpark Project would have a positive impact when events are not occurring. During these times, Ballpark Project parking areas would be unused and would increase the parking supply available to Gaslamp patrons. In addition, much of the parking associated with the Ancillary Development Projects would be available to Gaslamp patrons after normal business hours which would be especially important on Friday and Saturday nights.

Traffic congestion around the ballpark and potential temporary street closure along Park Boulevard and/or Imperial Avenue could impact businesses which rely on vehicular access through the Ballpark Project Area as a major part of their operations (e.g., food distributors and other manufacturing activities). Temporary impacts to local businesses would occur during construction of the new road network within the vicinity of the Ballpark Project Area. Street closures may occur for several months. Extended street closures could significantly impact surrounded businesses.

The proposed connection point of Park Boulevard to Harbor Drive would conflict with the existing ~~trolley~~~~railroad~~ track switching mechanisms which are located in the area of the future connection point. Placement of the new intersection in this location would require the reconstruction and relocation of the track switching mechanisms to the southeast. Although an expensive procedure, sufficient room exists to relocate the switches without a significant long-term impact on ~~rail~~ and trolley operations. Thus, impacts would not be considered significant

#### Relevant Plans, Ordinances, and Policies

##### ***Progress Guide and General Plan***

In general, the goals and objectives of the City's Progress Guide and General Plan are not sufficiently detailed to apply to individual developments. The most applicable provision of the General Plan relates to general land use designation. As discussed earlier, the area of the proposed ballpark is currently planned for Mixed Use. Thus, the proposed ballpark would not represent a significant departure from the planned uses.

##### ***Centre City Community Plan***

As identified earlier, a number of Community Plan goals are applicable to the proposed Ballpark Project. In some cases, the Ballpark Project achieves the goals, however, in many cases the Ballpark Project would conflict with the goals due to the fact that the Ballpark Project Area is intended be a residential and hotel area with support commercial.

##### ***Land Use***

The proposed ballpark would have a significant impact on land use goals related to housing and historic preservation. The loss of planned housing in the Ballpark Project Area would not achieve the goal of promoting residential development within the Ballpark Project Area. The

Ballpark Project would impact ~~seven~~<sup>six</sup> buildings which are considered significant historic resources under the City's Resource Protection Ordinance. Although one building would be retained, at a minimum key facades would be saved from ~~two~~<sup>three</sup> of the buildings and ~~three~~<sup>four</sup> would be relocated, the remaining impacts would conflict with the land use goal of preserving historic buildings in the area. Furthermore, as discussed above, noise and lighting associated with the proposed ballpark would conflict with residential and hotel uses which exist or are planned within the area to the north and east of the ballpark.

The ballpark would achieve the goal of promoting public facilities which would enhance the downtown environment. Although conflicting with nearby residences and hotels, the ballpark is expected to stimulate growth in the surrounding area and increase patronage to local restaurants and bars. The Retail at the Park would create new opportunities for shopping and entertainment while the Park at the Park would offer recreation opportunities to the surrounding residences and business employees.

### *Housing*

As discussed in Section 5.12, the Ballpark Project would preclude housing opportunities within the Ballpark Project Area. Committing the site to non-residential uses would not promote the overall goals of the Community Plan to emphasize residential development in Centre City East. This loss of land for potential housing would have a significant impact on housing goals within the Centre City Redevelopment Project Area. However, the overall effect of the redevelopment associated with the Ballpark and Ancillary Development Projects (e.g., new job opportunities, improved appearance, formation of a critical mass for redevelopment, and new commercial opportunities) would likely accelerate residential development in the vicinity of the Ballpark and Ancillary Development Projects Area. The removal of existing and potential loft housing would reduce the availability of a housing type which is unique to warehouse areas in an urban setting.

### *Circulation*

The proposed Ballpark Project would not significantly impact specific circulation goals. The focus of the Circulation Element goals is on promoting mass transit and other alternatives to the automobile in downtown. The Ballpark Project has been specifically located to take advantage of mass transit through its location near the 12th and Imperial Transfer Station which is the connection point for all of the trolley lines serving the metropolitan area. Access to the Coaster train is also available from the Santa Fe Depot as well as a future Coaster station planned near the intersection of Fifth and Harbor Drive. Future employees and patrons of the Ancillary Development Projects would also be able to take advantage of trolley and Coaster service. In addition, at least five bus routes provide direct access to the Proposed Activities and numerous other bus routes serving Centre City are also available.

As discussed in Section 5.2, the potential exists for event traffic and parking to spill over into the surrounding neighborhoods which would have a significant impact.

### *Urban Design*

As discussed in Section 5.4, the proposed ballpark would have a significant impact on urban design goals resulting from the long expanse of walls which are proposed along Seventh Avenue and the Martin Luther King Jr. Promenade. The length and lack of articulation on these two facades would conflict with the design standards for street walls.

The proposed ballpark would eliminate view corridors designated by the Community Plan and PDO on two streets within the Ballpark Project Area: Eighth and Ninth Avenues. As stated in Section 5.4, these streets offer limited views of the San Diego-Coronado Bay Bridge which is considered a significant landmark in the downtown area. However, while the Ballpark Project would eliminate portions of two view corridors, it would add a new, ~~although undesignated,~~ view corridor to the Community Plan along Park Boulevard through the Ballpark Project to Harbor Drive. The ballpark would be visible in the foreground of bay views from I-5 and SR 94, however, the ballpark would not block any views of the bay nor would it substantially diminish the views of the bay from these roadways.

The proposed street trees along Park Boulevard would promote the goal of enhancing the streetscape along major roadways. Street tree planting would be carried out along Park Boulevard. Other street tree and streetscape improvements would be completed in accordance with the Centre City Streetscape Manual, as amended by the Proposed Activities.

### *Open Space*

The proposed realignment of Twelfth Avenue to the proposed Park Boulevard diagonal would achieve the goal of promoting the street system as linkage to key open space areas. Park Boulevard would help promote the link between Balboa Park and San Diego Bay which is a major goal of the Community Plan. As encouraged by the Community Plan, the original Twelfth Avenue alignment would be closed to automobile traffic but continue to be used by the trolley. However, the landscaping along the corridor would be enhanced and the corridor would provide for pedestrians access to the 12th and Imperial Transfer Station for the San Diego Trolley.

The proposed Park at the Park would meet the goal of establishing an open space area in the vicinity of Ninth Avenue and J Street. The park would be open to the general public during non-event periods, and would offer opportunities for picnicking, sunbathing or other passive recreation activities. In addition, it would be used throughout the year for concerts or other gatherings. In effect, the ballpark, itself, would represent an opportunity for large outdoor gatherings in either its full or amphitheater configuration.

### *Human, Social and Educational Services*

As discussed in Section 5.12, the proposed Ballpark Project would not impact any existing Social Service facilities or significantly interfere with the development of human, social and educational services in downtown.

### *Culture, Arts and Entertainment*

The Ballpark Project would create a number of opportunities to hold outdoor gatherings. The ballpark would be available for large gatherings and the large plazas around the park could also be used. The Park at the Park would be ideal for gatherings such as art fairs and concerts. Fans attending baseball games would be exposed to cultural and entertainment activities available within the Gaslamp Quarter and arts district of Centre City East. Evening ballgames and concerts would promote the entertainment industry and the 24-hour downtown concept.

While the Ballpark Project would eliminate opportunities within the Ballpark Project footprint to create art galleries and related activities, as discussed earlier, it would offer additional exposure to the other arts activities occurring around the ballpark.

### *Urban Conservation*

As discussed earlier, the Ballpark Project would significantly conflict with the goal of preserving or reusing historic, or potentially historic, buildings. Although, at a minimum, the Ballpark Project would retain the facades of ~~two~~three of the ~~seven~~six buildings, ~~and relocate three~~four, ~~and retain one~~, the impacts to historic structures would remain significant.

### *Special Projects*

Construction of the proposed Ballpark Project would provide a ballpark downtown through a public-private partnership as envisioned by the Community Plan. It would also promote the development of specialized services and entertainment businesses in the Gaslamp Quarter, Centre City East/Arts District and Chinese/Asian Thematic District by bringing in people interested in patronizing such businesses.

### *Facilities Financing*

In accordance with the Community Plan, certain public facilities and improvements would be financed, in part, with tax-increment and transient occupancy tax financing.

### Centre City Redevelopment Plan

As with the Community Plan, the proposed Ballpark Project would significantly conflict with the residential emphasis placed on the Ballpark Project Area by the land use designations of the Redevelopment Plan. As a non-residential project, the Ballpark Project would also not further Redevelopment Plan goals related to encouraging residential neighborhoods in downtown.

The Ballpark Project would not substantially conflict with the goals to create an arts district. The Ballpark Project Area is not identified as a key element of the arts district concept which is focused on the G Street, Market Street and Twelfth Avenue corridors. In fact, as discussed earlier, the ballpark events could benefit the arts district by bringing people into the general area.

This would provide the arts district with exposure to people who may otherwise be unaware of its existence.

Although the Ballpark Project would impact designated historic buildings, the Ballpark Project would upgrade existing properties and strengthen the economic base of downtown by stimulating new development and improving the circulation system through the realignment and upgrading of Twelfth Avenue as the new Park Boulevard. It would also provide open space and entertainment opportunities to the local neighborhood.

When combined with the Ancillary Development Projects, the Ballpark Project would represent a comprehensive redevelopment program which would take into account and support the Gaslamp Quarter. Extensive design and infrastructure planning would be undertaken to assure that the Ancillary Development and Ballpark Projects would be integrated.

On evenings when an event coincides with peak Gaslamp Quarter activity (e.g., weekends and other holidays), the ballpark would significantly conflict with the Redevelopment Plan's goal of protecting the Gaslamp Quarter. As discussed earlier, competition for parking in the vicinity of the Gaslamp Quarter is already a problem. However, as discussed earlier, the ballpark and ancillary development parking would be available for Gaslamp patrons at non-event times which would help ease existing parking problems.

#### Centre City Planned District Ordinance

As with the Community Plan and Redevelopment Plan, the Ballpark Project would not be consistent with the emphasis placed by the PDO on residential and hotel development within the Ballpark Project Area. As with the other plans, the PDO designates the majority of the area as Mixed Use/Residential Emphasis and Hotel/Residential.

A detailed assessment of the relationship of the Ballpark Project to the design standards can be found in Section 5.4.

#### Centre City East Focus Plan

The proposed Ballpark Project would further many of the goals of the Focus Plan. The proposal to realign Twelfth Avenue into the new Park Boulevard would strengthen the role of this street as a transportation spine. Adjoining retail and office uses would promote the goal of creating a commercial neighborhood along its route.

Although the proposed Park at the Park would not be a public park, it would provide passive as well as active recreational opportunities for the neighborhood. The Park at the Park would include a large grass area which would be open to the public during daylight hours except when a ballpark event is occurring. A portion of the grass area could be available for informal sports activities including baseball and/or softball. The balance would provide picnicking, reading and other passive recreational opportunities.

The retail uses within the Retail at the Park are anticipated to be family-oriented entertainment with a sports theme and would, therefore, not be community-serving (e.g., banks, dry cleaners, convenience stores) as desired in the Focus Plan.

The placement of the ballpark would terminate L Street between Seventh Avenue and Twelfth Avenue, thereby, eliminating its envisioned role as a major pedestrian corridor in the Ballpark Project Area. Similarly, the Ballpark Project would eliminate the portion of Eighth Avenue between J Street and Harbor Drive which is the segment which crosses through much of the warehouse portion of Centre City East. On the other hand, the Ballpark Project would strengthen the role of J Street by redeveloping the south side of the street between Seventh and Tenth Streets, and encouraging redevelopment of the other street frontages. In addition, street parking would be eliminated in front of the Retail at the Park and replaced with wider sidewalks and landscaping.

### Historic Preservation Focus Plan

As discussed in Section 5.3, the Ballpark Project would impact ~~sevensix~~ significant historic buildings. Although the Ballpark Project at a minimum would retain one building, integrate the primary street facades of ~~twothree~~ of these buildings into the Ballpark Project and relocate ~~threeone~~ of the buildings outside of the Ballpark Project Area, the overall Ballpark Project would not further the overall goals of historic preservation. In addition, the Ballpark Project would demolish approximately ~~1743~~ buildings of varying age and aesthetics.

### Resource Protection Ordinance

As stated earlier, construction of the Ballpark Project would impact buildings which are covered by RPO. Buildings which are ~~either on the local Historical Site Register or considered eligible for listing~~ are considered significant under RPO. Although efforts would be made to retain the entire buildings, at a minimum, the key facades of the Farmers Bazaar, ~~Western Metal Building~~, ~~Bundy Lofts/Schiefer & Sons Warehouse~~ and Levi Wholesale Grocery/Kvaass Construction buildings would be retained. The Rosario Hall Building, the Showley Brothers Candy Factory Building, and the SDG&E Utility Pole would be relocated to an area outside of the Ballpark Project within Centre City. ~~The Showley Brothers Candy Factory and SDG&E Company Office B~~buildings would be demolished.

Although the ~~facade of the~~ Western Metal Building would be retained within the ballpark structure, the SDG&E Company Office ~~B~~building could not be preserved within the Ballpark Project. This building lies in the future right-of-way for Park Boulevard as well as in the area of one of the Garden Buildings.

The Levi Wholesale Grocery/Kvaass Construction, Bundy Lofts/Schiefer & Sons Warehouse and the Showley Brothers Candy Factory are located within the proposed Park at the Park and/or Retail at the Park. Preservation of the Showley Brothers Candy Factory Building through

~~relocation building is not feasible, because it is located in the southwest corner of the Park at the Park and would preclude this important feature of the Ballpark Project.~~

Although some of the facades of the Levi Wholesale Grocery/~~Kvaas~~Kvass and Farmers Bazaar ~~Bundy Lofts/Schiefer & Sons Warehouse~~ buildings would be retained, preservation of the structures themselves may not take place. Three primary factors may preclude the preservation of these ~~two~~three buildings. One of the primary reasons is the subterranean parking for the Retail at the Park. The proposed office uses require a total of 400 parking spaces; the balance of the proposed 500 spaces would be devoted to retail uses within the Retail at the Park. From an urban design perspective, subterranean parking is desirable because it hides parking facilities and allows land around proposed facilities to be used for more productive activities than parking. A second primary consideration is the floor plate requirements of the proposed retail activities. The emphasis placed on generating revenues to help fund the ballpark demands a different type of retail than is presently occurring in the Gaslamp Quarter. Higher revenue-generating retail uses require a larger footprint than can be accommodated within the individual buildings on the Retail at the Park land. Building depths of 100 to 150 feet are required for the proposed retail uses. Existing buildings in the Retail at the Park as well as Gaslamp Quarter, in general, typically have depths of 50 feet. Lastly, a sense of enclosure is considered essential to the design of the Park at the Park.

The proposed relocation of Rosario Hall and the SDG&E Utility Pole would avoid significant impacts relative to RPO on ~~these~~is historic structures.

### **5.1.3.2 Ancillary Development Projects**

#### Land Use Compatibility

The uses associated with Ancillary Development Projects would be expected to include the mixture of uses typical of downtown including hotels, offices, retail stores, and restaurants.

Sources of incompatibility with surrounding land uses would be associated with noise, lighting, traffic, homeless population displacement, and parking. However, unlike the ballpark, significant land use compatibility impacts associated with ancillary development would be limited to displacement of the homeless.

Ancillary development would displace the homeless population which currently occurs in the Ancillary Development Projects Area. As no specific homeless population surveys for the Ancillary Development Projects Area have been completed, the estimate associated with the Ballpark Project Area is representative of the Ancillary Development Projects Area. Thus, the combination of the Ballpark and Ancillary Development Projects could displace up to 100 homeless relying on the area for unauthorized evening shelter. As discussed with the Ballpark Project, this displacement would be expected to result in a significant land use compatibility impact on surrounding areas.



No unusual long-term noise sources would be associated with ancillary development. Application of the City's Noise Ordinance would be sufficient to assure that ancillary development would not disturb nearby residential areas or other noise sensitive receptors. Similarly, all lighting would be controlled by the City's lighting standards, and not involve any light sources which do not already occur downtown.

Traffic associated with ancillary development would contribute to peak hour congestion but would not be generally perceived as a problem which would discourage people from patronizing commercial establishments in the Gaslamp Quarter. In addition, parking facilities would be created to meet the parking needs of ancillary development which would avoid undesirable competition for parking spaces in the Gaslamp Quarter.

#### Relevant Plans, Ordinances, and Policies

The relationship of the Ancillary Development Projects to the various plans, policies and ordinances governing development within the Ancillary Development Projects Area would be similar to the issues associated with the Ballpark Project. The Ancillary Development Projects would depart from the residential and hotel emphasis placed on the Ancillary Development Projects Area by the Centre City Redevelopment Plan, Community Plan and Planned District Ordinance; although residential development could occur within the Ancillary Development Projects Area. This development would reduce housing opportunities in the downtown area. Future ancillary development also has the potential to impact significant historic structures.

#### **5.1.3.3 Plan Amendments**

##### Land Use Compatibility

As the Plan Amendments would allow for the construction of the ballpark, the Plan Amendments would result in significant land use compatibility impacts associated with ballpark events including noise, lighting and parking impacts related to ballpark events. However, the Plan Amendments would not result in a significant land use compatibility impact related to adverse effects of displaced homeless on areas around the area of the Proposed Activities. Redevelopment of the area under the current land use designations would also displace the homeless located within the area of the Proposed Activities.

##### Land Use Policy Conformance

The Plan Amendments would have a significant impact on housing in the Centre City Redevelopment Plan and Community Plan Areas by removing the residential emphasis which has been placed on the majority of the Primary Plan Amendment Area and allowing the Primary Plan Amendment Area to be developed with non-residential uses.

The Plan Amendments would create significant conflicts with the urban design criteria of the Centre City Community Plan and PDO by permitting the ballpark. As discussed earlier, the

inherent bulk and scale of a ballpark facility precludes conformance with the street level design guidelines.

As the Plan Amendments would permit the ballpark, the impact of the ballpark on historic structures would also be attributable to the Plan Amendments. Thus, the Plan Amendments would have significant and not mitigated impacts related to historic preservation goals of the Community Plan and RPO.

The proposed Plan Amendments would involve two policy changes which could affect the area immediately adjacent to the Primary and Secondary Plan Amendment Areas. The Plan Amendments would remove the Sun Access Criteria from the Primary and Secondary Plan Amendment Areas. In addition, the Plan Amendments would allow certain semi-public and public uses to be developed in the Secondary Plan Amendment Area without a residential component. The third policy change to remove the maximum parking restrictions would have a positive impact on the area around the Primary and Secondary Plan Amendment Areas by reducing competition for parking spaces from the proposed Ballpark and Ancillary Development Projects.

Elimination of the Sun Access Criteria combined with the scale of development anticipated within the Primary Plan Amendment Area could result in substantial shading within the Primary Plan Amendment Area. However, as residential uses within the Primary Plan Amendment Area are anticipated to be minimal (e.g., upper-story residential lofts), additional shading would not constitute a significant land use impact. Highrise development within the Primary Plan Amendment Area could cast shadows on existing as well as future residential development around the Primary Plan Amendment Area. However, the number of existing residential structures which may be affected is considered minimal and residents of future residential developments which may be shaded would be aware of such conditions at the time they make the decision to occupy affected structures. Thus, the removal of Sun Access Criteria in the Primary Plan Amendment Area is not considered a significant land use impact.

Elimination of Sun Access Criteria within the Secondary Plan Amendment Area could similarly create shading impacts. However, the number of structures which may cause substantial shading would be expected to be low. The majority of the residential development would be expected to use wood frame construction which would limit the number of stories to five stories which would equate to a maximum height of approximately 50 feet. A height of 50 feet is the same as the base assumed in the Sun Access Criteria. Therefore, removing the Sun Access Criteria would not result in a substantial increase in the height of residential development and would not create any significant shading impacts.

Although removal of the limitation on stand alone public and semi-public land uses would potentially allow taller structures which could increase shading, the number of these structures would be low. While a future central library would likely involve multiple stories, other uses (e.g., private schools, Boys and Girls Club, or Children's Museum) would not likely exceed a

height of two stories. Thus, the impact of allowing stand alone public and semi-public uses would not result in significant shading impacts.

#### **5.1.4 Mitigation Measures**

Reduction of land use compatibility and policy impacts would be achieved through implementation of MEIR and activity-specific mitigation measures associated with traffic/parking, cultural resources, noise, and lighting as discussed in Sections 5.2, 5.3, 5.5, and 5.6, respectively. Relevant mitigation measures from these sections are identified below. The specific requirements of these measures are defined in the appropriate section of this SEIR. In addition, approval of the Plan Amendments which are being processed concurrently with the Ballpark and Ancillary Development Projects would avoid the impacts related to inconsistency with adopted plans and policies.

##### **5.1.4.1 Ballpark Project**

- Mitigation Measure 5.2-9 through 5.2-12 and 5.2-13
- Mitigation Measures 5.3-1 through 5.3-4, 5.3-6, 5.3-7, and 5.3-9
- Mitigation Measure 5.5-3 through and 5.5-5
- Mitigation Measures 5.6-1 through 5.6-7
- Mitigation Measure 5.12-3 and 5.12-4

##### **5.1.4.2 Ancillary Development Projects**

- Mitigation Measures 5.3-1, 5.3-4, through 5.3-3 5.3-9, and 5.3-12
- Mitigation Measure 5.5-1 and 5.5-2
- Mitigation Measure 5.6-3
- Mitigation Measure 5.12-3 and 5.12-4

##### **5.1.4.3 Plan Amendments**

- Mitigation Measure 5.2-9, 5.2-12 and 5.2-13
- Mitigation Measures 5.3-1 through 5.3-9
- Mitigation Measure 5.5-1 and 5.5-2
- Mitigation Measures 5.6-1 through 5.6-7

#### **5.1.5 Significance of Impact After Mitigation**

##### **5.1.5.1 Ballpark Project**

##### **Lighting**

The significant impact of field lighting on light-sensitive uses within a four-block area around the ballpark would be reduced by Mitigation Measures 5.6-1 through 5.6-7 to below a level of

significance. Lighting studies required by Mitigation Measure 5.6-1 would identify light attenuation measures required to protect light-sensitive uses within the affected area and subsequent implementation of the identified light attenuation measures would avoid significant spill light and glare impacts provided affected property owners allow the measures to be completed. If property owners refuse, spill light impacts would be significant and not mitigated.

#### Ballpark and Park-at-the-Park Event Noise

Significant land use compatibility impacts on the surrounding community during events at the ballpark and the Park at the Park would result from the public address announcements, cheering, amplified music, fireworks, and pedestrian activities. With the exception of fireworks after 10:00 p.m., these impacts would be reduced by Mitigation Measures 5.5-3 and 5.5-4 which would provide sound attenuation to the noise-sensitive uses within the impacted two-block area and Mitigation Measure 5.5-5 which would limit the number of fireworks displays. Consequently, with the exception of fireworks after 10:00 p.m., noise impacts on surrounding noise-sensitive uses would be reduced to below a level of significance provided property owners allow attenuation measures to be completed. If property owners refuse, noise impacts would be significant and not mitigated. No measures are available to preclude firework displays after 10:00 p.m. because ballgames cannot be automatically stopped to assure that displays would be concluded by 10:00 p.m. Furthermore, fans often attend specific games to see firework displays and rescheduling the displays to another night would be unfair to those fans.

#### Homeless Displacement

Displacement of the homeless population within the Ballpark and Ancillary Development Projects Area into surrounding areas would create significant impacts resulting from public sanitation and crime effects. Mitigation Measure 5.12-3 would establish an advisory committee to monitor the response of the homeless to the Ballpark Project and make recommendations to resolve potential conflicts. In addition, Mitigation Measure 5.12-4 would expand the Homeless Outreach Team program in the Ballpark and Ancillary Development Projects Area. However, the effectiveness of this program as well as the committee cannot be determined at this time. Consequently, land use impacts from homeless displacement are considered significant and not mitigated.

#### Increased Activity in Surrounding Residential Areas

The increased level of pedestrian activities in the surrounding residential neighborhoods could significantly impact these areas. The expected parking supply shortage and high cost could encourage persons to park in nearby residential neighborhoods. Conversations, litter and sanitary concerns associated with ballpark event pedestrian traffic would disrupt residential activities particularly in the evening hours. Parking management plans required as part of Mitigation Measures 5.2-96 and 5.2-13 would reduce these impacts to below a level of significance by discouraging ballpark parking in surrounding residential neighborhoods. Thus, the impact would be significant but mitigated.

### Gaslamp Parking

Parking shortages would occur during some ballpark events. As discussed earlier, competition for parking would significantly impact Gaslamp Quarter patrons during peak use periods. ~~While~~ The dedicated ballpark parking would be sufficient ~~constructed it would not be sufficient~~ to meet the demand generated by a ballpark event on peak activity periods ~~within the Gaslamp Quarter~~. Consequently, the impact of ballpark event parking on the Gaslamp Quarter would be significant but ~~and unmitigated~~.

### Local Traffic Circulation

Temporary street closures during construction and traffic congestion during ballpark events could significantly impact businesses which rely on the street system in the Ballpark Project Area for transporting goods. The construction detour plan and event-traffic management plan which would be identified and implemented under Mitigation Measure 5.2-~~96~~ would reduce these impacts to below a level of significance.

### Historic Preservation

The Ballpark Project would impact significant historic buildings. Although implementation of Mitigation Measures 5.3-1 through 5.3-9 would reduce the impact, ~~these~~ these measures would not be able to reduce the impact to below a level of significance in all cases. Consequently, the Ballpark Project would have a significant, unmitigated impact on the historic preservation goals of various plans and Ordinances including but not limited to Centre City Community Plan and PDO as well as the City's RPO.

### Housing Goals

The loss of land zoned for potential housing which would result from committing the Primary Plan Amendment Area to primarily non-residential uses would have a significant impact on the goal of promoting housing in the Centre City Redevelopment Plan and Community Plan areas. No measures would be carried out to avoid this impact. Therefore, the impact of the Ballpark Project on housing would be significant and unmitigated.

### Urban Design Conflicts

While the length and lack of articulation on the Seventh Avenue and Martin Luther King Jr. Promenade exposures of the ballpark would create a significant conflict with the street level design goals of the Community Plan and PDO, adoption of the proposed Plan Amendments would avoid this impact.

### **5.1.5.2 Ancillary Development Projects**

#### Homeless Displacement

Displacement of the homeless population within the Ballpark and Ancillary Development Projects Area into adjacent areas would create significant impacts resulting from public sanitation and crime effects. Mitigation Measure 5.12-3 would establish an advisory committee to monitor the response of the homeless to the Ancillary Development Projects and make recommendations to resolve potential conflicts. In addition, Mitigation Measure 5.12-4 would expand the Homeless Outreach Team program in the Ballpark and Ancillary Development Projects Area. However, the effectiveness of this program as well as the committee cannot be determined at this time. Consequently, land use impacts from homeless displacement are considered significant and not mitigated.

#### Housing Goals

The loss of land zoned for housing which would result from committing the Primary Plan Amendment Area to primarily non-residential uses would have a significant impact on the goal of promoting housing in the Centre City Redevelopment Plan and Community Plan areas. No measures would be carried out to avoid this impact. Therefore, the impact of the Ancillary Development Projects on housing would be significant and unmitigated.

#### Historic Resource Preservation

As with the Ballpark Project, ancillary development could impact significant historic buildings. Although implementation of Mitigation Measures 5.3-1 through 5.3-5 and 5.3-9 would reduce the impact, these measures may not be able to reduce the impact to below a level of significance in all cases. Consequently, the Ancillary Development Projects could have a significant, unmitigated impact on the historic preservation goals of Centre City Community Plan and PDO as well as the City's RPO.

### **5.1.5.3 Plan Amendments**

By allowing the construction of the Ballpark and Ancillary Development Projects, the proposed Plan Amendments would result in the land use compatibility impacts associated with the ballpark. These impacts would include the noise and lighting associated with ballpark activities, increased activity in surrounding residential areas, and competition for parking in the Gaslamp Quarter. Other land use compatibility impacts (e.g. displacement of the homeless, and local traffic circulation impacts) would occur from any redevelopment activity.

By allowing the Ballpark and Ancillary Development Projects, the proposed Plan Amendments would also result in significant land use policy impacts. By eliminating the land use emphasis on residential development, the Plan Amendments would impact housing goals, as discussed earlier. Also, by eliminating design criteria related to street level development, future

development in the Ballpark and Ancillary Development Projects Area may conflict with the urban design criteria of the Community Plan and PDO. Impacts to goals for historic preservation could occur with or without the proposed Plan Amendments.

#### **5.1.6 Relationship to the MEIR**

The MEIR concludes that implementation of the Redevelopment Project would result in potential significant land use/planning impacts related to land use incompatibilities and the displacement of residents/businesses. Land use incompatibilities were primarily associated with noise, hazardous materials and lighting impacts of industrial uses on residential activities.

In addition to the original land use/planning impacts identified in the MEIR, this SEIR identifies other potentially significant land use compatibility impacts associated with the Ballpark Project, including ~~shortages of parking spaces,~~ noise and lighting. Significant land use compatibility impacts from the displacement of homeless persons into surrounding areas are also identified.

This SEIR also identifies potentially significant land use policy conflicts associated with the Ballpark and Ancillary Development Projects. No significant land use policy impacts were identified in the MEIR because all future development was anticipated to be consistent with the land use policies. As discussed earlier, the Ballpark Project would conflict with relevant planning documents related to historic preservation and urban design. The Ancillary Development Projects would conflict with the historic preservation policies. Both the Ballpark and Ancillary Development Projects would interfere with the housing goals by eliminating a substantial number of potential residential units.

With approval of the Proposed Activities, the MEIR conclusions relative to the potential for significant land use/planning impacts would need to be revised to add the new potentially significant land use compatibility and policy impacts associated with the Proposed Activities. MEIR Mitigation Measures A.1 through A.3 would remain applicable, however, the activity-specific mitigation measures must be added to assure that land use impacts related to the Proposed Activities would be reduced to the greatest degree possible.

As the activity-specific mitigation measures would be insufficient to reduce all land use compatibility and policy impacts to below a level of significance, the conclusion of the MEIR Finding must be modified to conclude that the land use/planning impacts associated with implementation of the overall Redevelopment Project would be significant and not mitigated.



## **5.10 HYDROLOGY/WATER QUALITY**

The following discussion summarizes the water quality studies for the Proposed Activities prepared by URS Greiner Woodward Clyde on May 4, 1999. The complete report is contained in Appendix G of the technical appendices. Information regarding hydrology summarizes a drainage report prepared by Project Design Consultants (PDC) in April, 1999, which is included in Appendix H. Additional information was taken from the MEIR. The focus of the water quality and hydrology analyses is on the Primary Plan Amendment Area, although the conditions would be expected to be similar in the Secondary Plan Amendment Area.

### **5.10.1 Existing Conditions**

The proposed Ballpark Project and Ancillary Development Projects would be located in downtown San Diego roughly in an area bounded by Sixth Avenue to the west, J Street to the north, Harbor Drive and Commercial Street to the south, and 14th Street to the east. This area currently supports mixed industrial, commercial, and transit uses, and predominantly contains building structures, paved parking areas, storage yards, vacant lots, and railroad and trolley facilities, with little open space.

#### **5.10.1.1 Surface Water Conditions**

The Ballpark and Ancillary Development Projects Area represents an approximate one-tenth square-mile area within the Pueblo San Diego Hydrologic Unit, an approximate 60 square-mile watershed that drains to San Diego Bay with no major stream system. Land use within this hydrologic unit is mixed including commercial, industrial, and residential in a predominantly urban setting. This unit receives less than 13 inches of precipitation annually.

San Diego Bay is a deep draft commercial harbor, approximately 14 miles long, varying in width from 0.5 mile to 2.5 miles. Beneficial uses of San Diego Bay include industrial service supply, navigation, contact and non-contact water recreation, commercial and sport fishing, shellfish harvesting, and several biological habitats. Constituents of concern for San Diego Bay under Section 303(d) of the Clean Water Act include coliform bacteria, metals, and toxicity, as well as benthic community degradation.

The existing stormwater quality from this area is expected to be similar to typical urban runoff. Typical pollutants found in urban runoff include: metals, sediments, organic chemicals including pesticides, hydrocarbons, nutrients (phosphates, nitrates), surfactants, bacteria, and pathogens. In addition, any chemicals, which are specifically associated with industries in the Ballpark and Ancillary Development Projects Area may contribute to pollutants in stormwater runoff. Runoff is currently conveyed through the City of San Diego stormwater system to outfalls which discharge into San Diego Bay.

### **5.10.1.2 Groundwater Conditions**

Groundwater in the vicinity of the Ballpark and Ancillary Development Projects Area is located at depths ranging from approximately 10 feet to 30 feet below grade. Groundwater in this area is not designated as having current or potential beneficial use in the San Diego Basin Plan and is exempt from municipal use designation. Although the pollutants have not been fully characterized, preliminary site investigations performed in the area indicate that it is likely that groundwater within the Ballpark and Ancillary Development Projects Area has been impacted by pollutants, including petroleum products and solvents.

### **5.10.1.3 Storm Drain System**

The existing storm drain collection system for the Ballpark and Ancillary Development Projects Area consists of variety of conveyance systems including reinforced concrete pipe of diameters ranging from 12 to 66 inches, and 5 by 10-foot concrete box culverts. The majority of the storm drains serving the Ballpark and Ancillary Development Projects Area are located within the streets. The drainage facilities serving the different drainage basins within the Ballpark and Ancillary Development Projects Area are illustrated in Figure 5.10-1. These basins all eventually drain into San Diego Bay directly or via Switzer Creek.

### **5.10.1.4 Hazardous Materials Sources**

Existing businesses within the Ballpark and Ancillary Development Projects Area that have the potential to use or generate hazardous materials/wastes or petroleum products have been inventoried in conjunction with ongoing site investigation work. These facilities are diverse and include the following industries: metal works including blacksmithing, iron works, and machine works; vehicle repair and maintenance including painting and radiator rehabilitation; creameries; manufacturing including soap, surfboards, glass, neon signs, and soda; dry cleaning; chemical supply; a tannery; and San Diego Gas and Electric (SDG&E) facilities. A wide variety of chemicals may be associated with these operations including metals, petroleum hydrocarbons, solvents and polychlorinated biphenyls (PCBs). For a discussion of hazardous materials impacts, refer to Section 5.13 of this SEIR.

### **5.10.1.5 Applicable Regulations**

A number of local and state regulations govern hydrology and water quality factors associated with the Proposed Activities. A brief description of these regulations is provided below.



### City of San Diego Municipal Code

**Grading and Erosion Control.** The City of San Diego sets forth requirements for grading and land development, including specifications for grading permits, in Municipal Code Sections 62.0401 through 62.0423. In accordance with these requirements, the City must review and approve a grading plan, as well as a revegetation plan and the final environmental document that addresses the proposed grading for the Proposed Activities. The grading plan must include procedures to control erosion and minimize sediment runoff draining from land undergoing development.

**Reduction of Pollutants in Stormwater.** The City of San Diego also sets forth requirements for the reduction of pollutants in stormwater in Municipal Code Section 43.0308. This section outlines requirements related to business activities such as preparation of a Stormwater Pollution Prevention Plan and a Hazardous Materials Release Response and Inventory Plan, as required under Chapter 6.95 of the California Health and Safety Code. Section 43.0308 of the Municipal Code also requires project compliance with NPDES permitting for stormwater discharges and General Construction Activities; regular cleaning or sweeping of parking lots and impervious areas; and compliance with stormwater best management practices (BMPs).

**Storage of Hazardous Materials.** Hazardous material storage is regulated by the City of San Diego Fire Code (City of San Diego Municipal Code Sections 55.0101 through 55.9201). The San Diego Fire Code has adopted provisions of the Uniform Fire Code with respect to storage requirements for hazardous materials. In accordance with Section 8003 of the UFC (1994), secondary containment is required for the storage of solid and liquid hazardous materials.

### National Pollution Discharge Elimination System (NPDES)

Surface, ground and coastal water quality are regulated by the State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCB) under the authority of the federal Clean Water Act and the State of California Porter-Cologne Act. All construction and subsequent drainage improvements that disturb five acres or more are subject to NPDES regulations under statewide permits issued by the SWRCB.

**City of San Diego Stormwater Permit.** The City of San Diego is covered under a municipal NPDES stormwater permit for discharges of stormwater runoff (RWQCB Order 90-42 and Monitoring and Reporting Order 95-76). In accordance with the provisions of this permit, the City of San Diego participates in a Comprehensive Stormwater and Urban Runoff Management Program.

The Comprehensive Program includes a number of programs which are implemented by the City. Education is an important part of the overall program. Education programs are aimed at promoting proper disposal of hazardous materials, managing pesticide application and storage, conservation of irrigation water to minimize runoff, Catch-basin stenciling to discourage illegal discharge to storm water systems, and programs to encourage public reporting of illicit connections and illegal discharges. In addition, specific construction period measures are

identified including temporary erosion control measures (e.g. drain inlet protection, sandbags, etc.), and revegetation. Long-term programs encourage onsite containment of urban runoff contaminants, hazardous materials storage procedures, and street sweeping.

**General Construction Activity Stormwater Permit.** Construction activities resulting in the disturbance of more than five acres also need an NPDES general permit for stormwater discharge associated with construction activity. Based on current regulations, a Notice of Intent (NOI) must be submitted to the SWRCB for consideration under a General Construction Activity Stormwater Permit. This permit requires applicants to develop, implement and monitor a Stormwater Pollution Prevention Plan (SWPPP) consisting of BMPs to eliminate or reduce pollutants in nonpoint source stormwater discharges.

### Regional Water Quality Control Board (RWQCB) Basin Plan

The San Diego RWQCB Basin Plan sets forth water quality objectives for constituents which could potentially cause an adverse effect or impact on the beneficial uses of water. The following beneficial uses are designated for San Diego Bay in the San Diego RWQCB Basin Plan:

Industrial Service Supply (IND)	Estuarine Habitat (EST)
Navigation (NAV)	Wildlife Habitat (WILD)
Contact Water Recreation (REC-1)	Shellfish Harvesting (SHELL)
Non-contact Water Recreation (REC-2)	Marine Habitat (MAR)
Commercial and Sport Fishing (COMM)	Migration of Aquatic Systems (MIGR)
Preservation of Biological Habitats of Special Significance (BIOL)	Rare, Threatened, or Endangered Species (RARE)

### Construction Dewatering

Construction dewatering discharges must be permitted either by the San Diego RWQCB under an NPDES general permit for construction dewatering discharge to surface waters or by the City of San Diego Metropolitan Wastewater Department for discharge to the city sanitary sewer under the Industrial Waste Pretreatment Program. Discharge via either of these mechanisms must meet applicable water quality objectives, constituent limitations, and pre-treatment requirements.

### **5.10.2     Significance Criteria**

For purposes of this SEIR, impacts to water quality and hydrology would be significant if the Proposed Activities would:

- Substantially degrade or deplete groundwater resources;
- Interfere substantially with groundwater recharge;
- Cause substantial flooding, erosion, or siltation; or
- Substantially degrade water quality.

### **5.10.3 Environmental Impacts**

#### **5.10.3.1 Ballpark Project**

##### Water Quality

**Short-term Impacts.** Significant short-term water quality impacts could occur during construction. Grading and/or clearing to accommodate the proposed ballpark development would cover an area of almost 30 acres. High periods of rainfall during the grading operation could result in the transport of large amounts of sediment into San Diego Bay. Excessive erosion and sedimentation would affect marine organisms in the bay by increasing levels of turbidity and total dissolved solids.

In addition to causing erosion and sedimentation, rainfall coming in contact with construction materials could also adversely impact San Diego Bay. Water quality concerns associated with construction materials would include hydrocarbon products related to operation and servicing of construction equipment as well as hazardous materials associated with building construction and demolition including paint, asbestos, concrete wash, and asphalt. Hydrocarbon products (e.g., fuel, oil, and grease) would reduce oxygen levels in San Diego Bay and increase eutrophication. Construction materials could be toxic to marine organisms.

Temporary dewatering during construction poses another risk to water quality. As indicated earlier, groundwater lying beneath the Ballpark Project Area may contain petroleum hydrocarbons and other contaminants as well as being high in sediment concentrations. Significant impacts to San Diego Bay could result if untreated groundwater is discharged directly to the Bay. As discussed earlier, hydrocarbons and contaminants would adversely affect marine organisms and overall water quality in San Diego Bay.

**Long-term Impacts.** A number of activities associated with the Ballpark Project could significantly impact water quality. Uncontrolled application of pesticides, herbicides and fertilizers on the ballpark field, Park at the Park, and surrounding landscaping could cause these substances to enter surface runoff and significantly impact the bay. Trace amounts of herbicides and pesticides could be toxic to marine organisms. In addition, nitrogen and phosphorous compounds found in fertilizers would stimulate algae growth which would deplete oxygen levels in the bay water and contribute to eutrophication.

Wash water associated with hosing down the ballpark stands and grounds after events would contain litter and food substances which could enter the surface water and significantly impact the bay if not properly contained onsite. Litter would serve as a substrate for algae growth as well as insects. Food materials would undergo bacterial decomposition in the bay which would contribute to eutrophication and promote growth of coliforms, pathogens and viruses. Any detergents used in the cleaning process could have high levels of nitrogen and phosphorous which would impact water quality, as described earlier. These pollutants could also be conveyed during storm events if rain occurs prior to completion of cleanup after events. The biggest risk would occur immediately after large rainfalls following long periods without any rainfall. This

phenomenon, referred to as “first flush”, typically concentrates hydrocarbons and litter in runoff and increases the impact experienced by receiving waters.

Runoff from surface parking facilities associated with the Ballpark Project could also impact water quality. Hydrocarbons and heavy metals accumulating from parked cars (e.g., fuel, grease and motor oil) as well as litter could be transported in surface runoff and contribute to water quality problems in the bay. The biggest risk would occur during the “first flush” of storm events.

Improper storage of hazardous materials within the ballpark and improper disposal of waste materials generated by equipment servicing could significantly impact San Diego Bay by introducing additional toxic substances. Improper storage associated with the Retail at the Park and Park at the Park would represent a potential water quality concern as well.

### Hydrology

The proposed Ballpark Project would not have a significant impact on groundwater resources. No long-term groundwater use would occur as part of the Ballpark Project. While some temporary encroachment into the groundwater may occur during construction, no permanent impact on the quantity of groundwater would occur.

Runoff from the proposed Ballpark Project would occur within the four drainage basins identified on Figure 5.10-1. Surface runoff would not significantly impact the storm drain system serving these basins because the Ballpark Project would result in the same or less runoff than is presently generated from the site. As discussed earlier, the Ballpark Project Area is largely developed already. In addition, the playing field of the ballpark, planted areas and the Park at the Park would absorb more rainfall than developed areas, which would serve to reduce runoff from the area. As discussed below, inadequacies currently exist in several of the storm drains serving the Ballpark Project Area. However, the Ballpark Project would not significantly impact these facilities, as it would not increase the runoff currently flowing to these facilities from the Ballpark Project Area.

A discussion of the current status of the storm drain system in each of the affected drainage basins follows. Where the drainage basin was largely encompassed by the area studied in the Drainage Report (Appendix H), specific conclusions regarding the adequacy of the storm drains are provided. However, where the drainage basin extended far beyond the limits of the study area, the analysis was unable to make specific conclusions regarding the existing capacity of the system. Where this occurred, the Drainage Report identifies specific studies which should be undertaken to confirm if any capacity problems exist and to determine what improvements should be made to avoid capacity problems.

Drainage Basin B2 encompasses approximately 15 acres. The proposed ballpark covers approximately 0.7 acres of this basin. Basin B2 drains to an existing 24-inch storm drain system at the intersection of Eleventh and Imperial Avenues, which serves as a tributary to the two box culverts that drain in a southerly direction along 13th Street. Runoff from this system flows into



San Diego Bay. Total peak discharge from this basin, at recurrence intervals of 50- and 100-years, is 46.6 and 49.5 cfs, respectively.

Due to the street realignments and construction of the new Park Boulevard, the drainage from the 0.7 acres of Drainage Basin B2 occupied by the Ballpark Project would be redirected to Drainage Basin B3. Thus, the Ballpark Project would not impact Drainage Basin B2.

Drainage Basin B3 consists of approximately 20 acres. The proposed Ballpark Project would cover approximately 11.1 acres of this drainage basin. Basin B3 drains to an existing 36-inch pipe at J Street and Harbor Drive. South of Harbor Drive, the 36-inch pipe connects to a 30 inch pipe with a submerged outlet at San Diego Bay. The total peak discharge from this basin, at intervals of 50- and 100-years, is 58.0 and 61.6 cfs, respectively.

Presently, the drainage improvements serving Basin B3 are not adequate to carry the runoff generated from the basin. Although the transfer of drainage from Basin B2 to B3 discussed earlier would increase flow in B3, the increase would not be substantial. Furthermore, the large landscaped areas within the ballpark and Park at the Park would serve to reduce the overall flow from this basin due to the lower runoff coefficient associated with landscaping. Thus, the Ballpark Project would not significantly impact Basin B3.

Drainage Basin B4 consists of approximately 19.2 acres. The proposed Ballpark Project would cover approximately 6.1 acres of Basin B4. This basin drains to the existing storm drain system along L Street between Fifth and Seventh Avenues down to Harbor Drive. In the downstream direction, this system drains from a 30-inch pipe to a 42-inch pipe, and back to a 30-inch pipe. Ultimately, this system will connect to a proposed 66-inch pipe provided as part of the Convention Center Expansion. The existing total peak discharge from this basin at 50- and 100-years is 64.6 and 69.0 cfs, respectively.

Under present site conditions, the existing underground storm drain system cannot contain the anticipated runoff from the 50-year storm. However, as the Ballpark Project would reduce overall flows in this basin, the impact would not be significant.

Drainage Basin B7 encompasses approximately 94.6 acres. The total parking area encompasses 14.3 acres although only about half of this area would actually be developed for ballpark parking. This basin drains to an existing 60-inch storm drain that flows south along 14th Street. The 60-inch storm drain connects to a single 10-foot by 5-foot concrete box culvert at L Street. This box culvert then flows south/southwesterly before discharging into Switzer Creek. The total peak discharge from Basin B7 at 50- and 100-years is 206.8 and 220.4 cfs, respectively. As a substantial portion of this basin lies outside of the study area of the Drainage Report, conclusions can not be drawn as to the ability of the drainage system in basin B7 to handle flows. However, as the Ballpark Project would not increase flows, the impact of the Ballpark Project would not be significant even if problems currently exist in the drainage system.

### **5.10.3.2 Ancillary Development Projects**

#### Water Quality

Ancillary Development Projects are anticipated to include office developments, hotels, retail stores, and parking facilities. As with the Ballpark Project construction impacts on water quality related to the ancillary development could be significant. Post construction impacts would likely be less than the Ballpark Project because the ancillary development would not generate the amount of litter, fertilizers, and pesticides associated with the Ballpark Project. However, landscape maintenance and improper storage of hazardous materials could significantly affect water quality.

#### Hydrology

Runoff from ancillary development would not be substantially different than that which presently occurs within the affected drainage basins due to the fact that the Ancillary Development Projects Area is already developed. The proposed mixed uses within this planning area are anticipated to maintain the existing general runoff characteristics. Unlike the Ballpark Project, the proposed Ancillary Development Projects are not expected to include large landscaped areas that would result in a reduction in runoff.

In addition to the drainage basins collecting runoff from the Ballpark Project, ancillary development would impact Drainage Basins B1 and B5. A discussion of the impacts to each of these basins follows.

Drainage Basin B1 is approximately 15 acres and drains in a southerly direction to the existing twin box culverts in 13th Street. The peak discharge for this basin at recurrence levels of 50- and 100-years is 22.8 and 24.2 cfs, respectively.

The drainage system in this basin is already experiencing problems conveying runoff during 50-year storm events. Localized ponding within the public right-of-way occurs and localized flooding may occur in low lying undeveloped areas downstream. However, as the Ancillary Development Projects would not increase the runoff into this system, the impact would not be significant.

Drainage Basin B5 drains approximately 29.7 acres southwesterly to an existing 48-inch storm drain flowing south along Fourth Avenue. The existing peak discharge at a recurrence level of the 50- and 100-year storm event is 90.0 and 95.3 cfs, respectively. It is anticipated that the peak discharge flow would remain the same after development of the Ancillary Development Projects because the basin is fully developed.

Insufficient information exists to conclude whether the drainage system in Basin B5 is adequate. However, as the Ancillary Development Projects would not increase surface runoff, no significant impact would occur even if the system is over capacity.

### 5.10.3.3 Plan Amendments

The proposed Plan Amendments would result in potentially significant water quality impacts as they would permit the construction of the ballpark. As discussed earlier, the ballpark would generate new sources of water pollution which would not occur under the existing land use designations for the Ballpark Project Area. Litter, washing down of the seating area, and increased use of pesticides and herbicides pose a greater risk to San Diego Bay than the residential emphasis currently applied to the Ballpark Project Area.

Impacts to surface hydrology and groundwater resources would not be significant. As discussed earlier, the Ballpark and Ancillary Development Projects would generate essentially the same, if not less, surface runoff than is currently occurring within the Ballpark and Ancillary Development Projects Area. No impacts to groundwater would be expected as no long-term use of groundwater would occur with the Proposed Activities.

### 5.10.4 Mitigation Measures

Mitigation of potential water quality and hydrology impacts which may affect future development within the Ballpark and Ancillary Development Projects Area include the following specific measures identified in the water quality report contained in Appendix H.

#### 5.10.4.1 Ballpark Project

##### MEIR Mitigation Measures

No significant impacts were identified in the MEIR; therefore, no mitigation measures were included in the adopted MEIR Mitigation, Monitoring, and Reporting Program (MMRP).

##### Activity-Specific Mitigation Measures

**Mitigation Measure 5.10-1:** All litter in the stands and plazas would be collected within 24 hours after ballpark events are completed. Street sweeping shall be conducted on dedicated ballpark parking lots within 24 hours of an event. A spill and leak control program shall be implemented to remove major grease, oil and fuel spills prior to street sweeping.

**Mitigation Measure 5.10-2:** Wash water used during cleanup activities after each event at the ballpark shall be discharged to the City of San Diego sanitary sewer system in accordance with Metropolitan Wastewater Department requirements. ~~In the event rainfall occurs prior to completion of cleanup operations after an event, one of the following measures shall be implemented to prevent first flush flows from being discharged directly into the storm drain system:~~

☐ ~~First flush flows shall be diverted to the sanitary sewer system in accordance with Metropolitan Wastewater Department requirements; or~~

~~□ First flush flows shall be directed to a treatment system (e.g., media filtration device, separation system, etc.) prior to discharge into the storm drain system.~~

**Mitigation Measure 5.10-3:** Fertilizers, herbicides, and pesticides shall be stored in dedicated, covered storage containers in accordance with City Fire Code requirements.

**Mitigation Measure 5.10-4:** Landscape waste ~~from the proposed ballpark facility~~ shall be collected and placed in dedicated greenwaste storage containers and transported to a local landfill for greenwaste composting.

**Mitigation Measure 5.10-5:** Vehicle fuels, lubricants, and waste oils shall be stored, used and disposed in accordance with city and county requirements.

**Mitigation Measure 5.10-6:** A regular maintenance schedule shall be instituted for the Park at the Park including routine collection of trash. Pet waste collection stations shall be installed at appropriate areas in the park and monitored to enforce the clean-up of animal waste by pet owners.

**Mitigation Measure 5.10-7:** BMPs, included in the City of San Diego Stormwater and Urban Runoff Management program, shall be implemented as appropriate. These measures would include: public education programs along with the distribution of brochures, and storm drain stenciling or tiling. Covered solid waste recycling and disposal areas shall be maintained. The use of water to clean sidewalks and patio areas shall be minimized. Temporary erosion control measures (e.g., sand bags, detention basins, brow ditches and temporary landscaping) shall be implemented to control construction impacts on water quality. Polluted water encountered during construction dewatering would be discharged into the sanitary sewer, or otherwise treated to remove pollutants before discharge into the storm drain system. If onsite vehicle washing is conducted, wash water shall be collected and routed to the sanitary sewer.

**Mitigation Measure 5.10-8:** Regular street sweeping shall be implemented in the Ballpark Project Area in accordance with the City's street sweeping maintenance program. Catch basin cleaning shall be conducted, periodically, to remove accumulated sediment and debris and to maintain hydraulic flow.

**Mitigation Measure 5.10-9:** Landscaped areas ~~throughout the Ballpark Project Area~~ shall be maintained to minimize dry weather runoff from irrigation systems. Systems shall be regularly monitored and maintained. Irrigation rates shall be adjusted to meet soil infiltration capacity and sprinkler heads locations designed and adjusted to minimize irrigation of impervious surfaces. ~~Only fertilizers, herbicides, and pesticides approved by the U.S. EPA shall be used; application techniques shall be used to minimize runoff.~~  
Landscape design will incorporate several fundamentals of xeriscape landscaping, as defined by the San Diego Xeriscape Council, including:

- Design and planning to minimize water use;

- Limiting turf areas to active play and landscaped areas subject to pedestrian traffic;
- Use of efficient irrigation practice including computerized control systems to monitor rain and flow sensors, and root zone moisture content;
- Making soil improvements and using mulch to maximize water retention;
- Use of low water use plants, particularly lowest water use plants (succulents and natives) in areas with south and west exposures with the exception of small areas of annual flowering plants; and
- Maintenance by professionals with a working knowledge of xeriscape landscaping.

**Mitigation Measure 5.10-10:** Litter receptacles shall be placed and regularly maintained along all major pedestrian routes and transit stops used by persons attending ballpark events.

**Mitigation Measure 5.10-11:** Prior to issuance of building permit, an Integrated Pest Management (IPM) Plan will be adopted consistent with the outline contained in Attachment 6 in Volume V of the SEIR to minimize the use of pesticides, fertilizers, and other chemicals which have been shown to have a toxic impact on humans, plants, and animals.

#### **5.10.4.2 Ancillary Development Projects**

Mitigation Measures 5.10-3 through 5.10-5, 5.10-7, 5.10-9, and 5.10-11 would be appropriate for the Ancillary Development Projects to reduce water quality impacts, ~~during construction.~~

No activity-specific mitigation measures are necessary for hydrology impacts as drainage from the proposed Ancillary Development Projects is anticipated to be the same as exists today. The existing Ancillary Development Projects Area is fully developed, and proposed developments would be similar to that which currently exists in the area.

#### **5.10.4.3 Plan Amendments**

No mitigation measures for water quality impacts beyond those identified earlier for the Ballpark and Ancillary Development Projects would be necessary for the Plan Amendments.

### **5.10.5 Significance of Impact After Mitigation**

#### **5.10.5.1 Ballpark Project**

##### Short-term Water Quality

Excessive erosion and sedimentation, and equipment oil, grease and fuel leaks during construction could significantly impact water quality of San Diego Bay. Implementation of the

Best Management Practices specified in Mitigation Measure 5.10-7 would reduce potential short-term water quality impacts from construction to below a level of significance.

#### Long-term Water Quality

Wash water from cleanup activities, ~~or rain before cleanup operations have been completed within~~ after every event at the ballpark, as well as litter, and engine grease, oil or fuel picked up in surface runoff over ballpark parking lots would significantly impact water quality of the San Diego Bay. Mitigation Measure 5.10-2 would require that ballpark be equipped to divert wash water to the sewer system ~~as well as divert first flush flows before ballpark cleanup through either the sewer system or a treatment system before discharge into the storm drain system.~~ These measures would reduce the impacts of cleanup operations ~~or rainfall~~ before cleanup activities are completed to below a level of significance. Sweeping each dedicated ballpark parking lot after an event along with implementation of a leak and spill control program at each parking lot, as required by Mitigation Measure 5.10-1 would reduce water quality impacts from dedicated ballpark parking lots to below a level of significance.

Activities within the ballpark associated with playing field maintenance (e.g., fertilizers, equipment storage and servicing, and hazardous materials storage could significantly impact water quality. Controls imposed by Mitigation Measures 5.10-3 through 5.10-5, and 5.10-11 would reduce these impacts to below a level of significance.

Litter around the ballpark carried in surface runoff to the San Diego Bay would significantly impact water quality. Implementation of litter collection requirements imposed by Mitigation Measures 5.10-1, 5.10-6, 5.10-8 and 5.10-10 would reduce litter impacts on water quality to below a level of significance.

### **5.10.5.2 Ancillary Development Projects**

#### Short-term Water Quality

As with the Ballpark Project, construction activities could significantly impact water quality. Mitigation Measure 5.10-7 would mandate Best Management Practices which would reduce this impact to below a level of significance.

#### Long-term Water Quality

Implementation of Mitigation Measures 5.10-3 through 5.10-5, and 5.10-11 would reduce significant direct water quality impacts associated with the Ancillary Development Projects to below a level of significance.

### **5.10.5.3 Plan Amendments**

#### Long-term Water Quality

Implementation of Mitigation Measures 5.10-1 through 5.10-110 would reduce significant direct water quality impacts associated with the Plan Amendments, with respect to the Ballpark and Ancillary Development Projects, to below a level of significance.

#### **5.10.6 Relationship To The MEIR**

The MEIR concludes that implementation of the Redevelopment Project would have no significant hydrology/water quality impacts. While the SEIR also concludes that there would be no significant hydrology impacts associated with the Proposed Activities, potential significant water quality impacts are identified in this SEIR in relationship to the Ballpark and Ancillary Development Projects. Thus, the approval of the proposed Plan Amendments would change the MEIR conclusion relative to the water quality impacts.

New mitigation measures would be required for the MEIR to address the potential water quality impacts. Mitigation Measures 5.10-1 through 5.10-110 would be required to be added as MEIR mitigation measures.

With inclusion of Mitigation Measures 5.10-1 through 5.10-110, the conclusion of the MEIR Findings directly related to water quality impacts would be changed to significant but mitigated.



## **5.11 PUBLIC SERVICES AND FACILITIES**

This section addresses public services and facilities which could be significantly impacted by the Proposed Activities. It is based, in part, on information contained in the MEIR. In addition to the services and facilities addressed in this section, the MEIR discusses a number of others which are relevant to the Redevelopment Project Area including: gas, electricity, public restrooms, parks, libraries, courts and jails, health services, and educational facilities. These services and facilities are addressed in Section 9.0 as effects not considered significant.

### **5.11.1 Existing Conditions**

Police and fire protection service information was provided by the City of San Diego Fire Department and the City of San Diego Police Department Central Division. Water, sewer and storm drain information was provided by a study conducted by Planning Design Consultants (PDC), and is included as Appendix H. Additional information was taken from the MEIR. (CCDC, 1992a)

#### **5.11.1.1 Police Protection**

Police protection in the vicinity of the area of the Proposed Activities is provided by the City of San Diego Police Department (SDPD) Central Division (Central Area Command or Division 5). The SDPD Central Division is located at 1401 Broadway and serves the area south of Upas Street from Wabash Boulevard west to San Diego Bay. Central Division is staffed with approximately 192 officers. The Central Division also operates a community relations storefront office located at 202 G Street in the Gaslamp Quarter. The storefront office handles public relations and crime prevention, and acts as a liaison between the police command and the public.

The City-wide average response time is 6.9 minutes for emergency calls and 11.6 minutes for Priority 1 calls. Central Division's average response time for emergency calls and Priority 1 calls is 5.3 minutes and 9.1 minutes, respectively.

#### **5.11.1.2 Fire Protection**

The City of San Diego Fire Department provides protection services to the area of the Proposed Activities. There is one fire station, Station 4, directly across the street from the Ballpark Project. Stations 7 and 1 would also respond to an emergency in the Ballpark and Ancillary Development Projects Area .

Station No. 4 is located at 404 Eighth Avenue (Eighth Avenue and J Street) and is staffed with eight fire fighters.

Station No. 7 is located at Crosby Street and National Avenue and is staffed with four fire fighters.

Station No. 1 is located at 1222 First Avenue (First Avenue and B Street) and is staffed with 12 fire fighters.

The average response time throughout the City is six minutes for fire apparatus (e.g., fire engines and trucks) and ten minutes for paramedic ambulances. Station 4 would respond to the Ballpark and Ancillary Development Projects Area within two minutes (Medan, 1998). The City standard for fire apparatus response is eight minutes and twelve minutes for ambulances.

#### **5.11.1.3 Solid Waste**

Solid waste disposal in the Ballpark and Ancillary Development Projects Area is provided by the combined services of the City of San Diego Environmental Services Department (ESD) and private collectors. Refuse collected from the Ballpark and Ancillary Development Projects Area most likely would be taken to the City-owned and operated Miramar Landfill.

According to the City's ESD, as of March 1, 1998, the Miramar Landfill had a remaining permitted capacity of approximately 30.4 million cubic yards of solid waste. It is anticipated that the Miramar Landfill would reach its maximum capacity by the year 2015.

#### **5.11.1.4 Sewer**

Wastewater service is provided by the City of San Diego Metropolitan Sewerage System which is owned by the City of San Diego and operated by the City's Metropolitan Wastewater Department. Major trunk sewer lines are in place to serve the entire Centre City Community, including the Ballpark and Ancillary Development Projects Area; although most of the infrastructure is aging and in need of replacement. In those areas of Centre City which still have vacant developable land, sewer capacity is still available for new development.

The existing regional Metropolitan Sewerage System consists of: approximately 25 miles of collection and interceptor sewers; force main pipelines; various pump stations; the Point Loma Treatment Plant, outfall pipes; and sludge drying beds at Fiesta Island (CCDC, 1992a). The existing sewer collection system in the Ballpark and Ancillary Development Projects Area consists of 6-inch, 8-inch, 10-inch, 12-inch, and 15-inch collection mains that convey flow to two 24-inch sewer trunk lines. The existing sanitary sewer collection system serves primarily an industrialized area. The estimated flow from the area is 1.0 mgd.

The Centre City area is served by two regional sewer trunk lines which transmit sewage effluent to the Point Loma Sewage Treatment Plant through an 84-inch diameter force main and one pump station. Portions of the force main are located beneath Harbor Drive and beneath San Diego Bay. Pump Station 2, located on Harbor Drive, has a peak pumping capacity of 230 million gallons per day (mgd). Within the Centre City Redevelopment Project Area, there are approximately 211,200 linear feet of sewer mains feeding into the force main pipe under Harbor Drive. (CCDC, 1992a)

### **5.11.1.5 Water**

The City of San Diego obtains raw water from two sources. Water imported by the San Diego County Water Authority (CWA) provides roughly 80 percent of the City's water requirements. The remaining 20 percent is met by local water sources supplied through a separate system of reservoirs and pipelines (e.g., San Vicente and El Capitan reservoirs).

The MEIR indicated that in the Centre City East District, there are 49,100 feet of cast iron pipe; 37,950 feet of cast steel and asbestos pipe; 4,700 feet of polyvinylchloride pipe; and 40,850 feet of six-inch pipe that require complete and selective replacement. The existing water distribution system for the Ballpark and Ancillary Development Projects Area consists primarily of 10-inch, 12-inch, and 16-inch mains. The remainder of the system is comprised of 6-inch and 8-inch mains. The water distribution system supplies water primarily to an industrialized area. The estimated water consumption in the Ballpark and Ancillary Development Projects Area is estimated to be approximately 2.1 mgd.

### **5.11.1.6 Storm Drains**

The storm drain system in the Ballpark and Ancillary Development Projects Area is comprised of both above and below ground systems that ultimately discharge into San Diego Bay. Above ground systems consist of paved trenches at intersections that convey flows through curb inlets to underground systems. The underground systems consist of reinforced concrete pipes and box culverts.

The MEIR indicated that the Centre City East District would require selective replacement of 14,760 lineal feet of reinforced concrete pipe, 500 lineal feet of asbestos pipe, and 400 lineal feet of corrugated metal pipe. A total of 54,460 lineal feet of new storm drain pipe must be constructed where none exists now.

The existing storm drain collection system for the Ballpark and Ancillary Development Projects Area consists of various inlet boxes, 8-inch, 12-inch, 24-inch, 30-inch, 42-inch, and 48-inch reinforced concrete pipe (RCP). In addition, two 10-foot by 5-foot concrete box channels in 13th Street carry stormwater runoff.

### **5.11.2 Significance Criteria**

For purposes of this SEIR, impacts to public services would be significant if the Proposed Activities would:

- Result in a police response times of over ~~seven~~five minutes;
- Result in a fire response time of over eight minutes for fire protection or 12 minutes for ambulance service;
- Generate more than 52 tons of solid waste per year;
- Generate sewage flow which would exceed the sewer collection service;

- Generate a water demand which would exceed the delivery capacity of the local water supply system; or
- Increase surface water runoff to a level which would exceed the capacity of the local storm drainage system.

### 5.11.3 **Environmental Impacts**

#### 5.11.3.1 **Ballpark Project**

##### **Police Protection**

Police response time to the Ballpark Project Area would be within acceptable levels. ~~However, the additional demand on the resources of Division 5 of the police department to service the ballpark during events could take away personnel available to serve the rest of the service area of Division 5. Additional traffic control officers would be required to help diffuse the large numbers of pedestrians and vehicles associated with ballpark events. Additional police officers would not be required for crowd control within the ballpark, as the Padres would hire their own security personnel to handle disturbances during ballgames. Police service would not be reduced in surrounding neighborhoods. The Special Events Division of the San Diego Police Department works with the Padres to provide adequate staffing. The number of uniformed police officers at any given event may number as few as two to as many as 40, depending on the crowd size and/or the opponent. Sellout weekend games generally require more police officers than weekday games.~~

~~The Police Department employs a number of civilians as Special Events Traffic Controllers. The Police Department also maintains a list of officers who would like to work during their off-duty hours for Special Events. These combined forces provide ample personnel to staff special events without drawing from on-duty police officers. Officers are not pulled off of their regular beats for special events such as ballgames, parades, and other such activities. The Padres and the City anticipate Special Events will continue to staff the new ballpark in a similar manner as done at Qualcomm Stadium.~~

~~During event days, beat officers in the surrounding neighborhoods would not be called to deal with incidents at or in the immediate vicinity of the ballpark unless required for an extraordinary circumstance; therefore, response times should be similar to the existing conditions.~~

~~During non-event days, beat officers serving the area around the new ballpark would be expected to respond to calls at the ballpark. Police Department staff indicated that land uses such as the ballpark and commercial uses generally do not result in higher numbers of calls when compared to residential uses.~~

### Fire Protection

With a fire station located within the vicinity of the Ballpark Project, response times for emergency vehicles to the Ballpark Project Area would be less than the City average of eight minutes for engines and 12 minutes for trucks. In addition, as older structures are removed and replaced with new structures meeting all fire code requirements, and as obsolete structures are rehabilitated to meet current fire code standards, over time, the fire risk is expected to be dramatically reduced. Finally, fire officials have verified that existing facilities are adequate at the present time and that no additional fire protection equipment or personnel would be required during or after construction.

### Solid Waste

According to the City of San Diego Solid Waste Guide, new development has the potential to impact City solid waste services in four different ways:

- Impacts on landfill capacity;
- Impacts on Waste Management Services;
- Impacts on City collection crews; and/or
- Impacts on Miramar Landfill Entrance Facility. (City of San Diego, 1994)

**Landfill Capacity.** The Guide states that all projects requiring "construction (buildings, roads, and other structures), the installation of landscaping, demolition, or remodeling would contribute to the already large amount of construction material in the solid waste stream." (City of San Diego, 1994) In addition, besides the waste generated during construction, development generates waste on an ongoing basis. Waste generation for the various land uses within the Ballpark and Ancillary Development Projects Area are shown on Table 5.11-1. Since there were no generation figures available for Qualcomm Stadium, trash generation rates from Camden Yards Ballpark in Baltimore, Maryland, were used as the ballpark would be similar in size to that of the proposed Ballpark Project. Based on the number of events described in the Project Description section of this SEIR, a total of 130 events were assumed at the ballpark. However, this number would very likely fluctuate from year to year. As indicated in Table 5.11-1, implementation of the proposed Ballpark Project and Ancillary Development Projects would result in a significant increase in the amount of waste to be placed in the landfill by exceeding more than the 52 tons per year threshold, thus, constituting a significant impact on solid waste.

**Waste Management Services.** The City provides a number of waste management services to residential development within the City, including: technical assistance programs, litter control and dead animal removal, graffiti abatement, household hazardous waste collection events, recyclable materials collection from Park and Recreation drop-off sites, Christmas tree recycling, and waste reduction services. Activities associated with the Ballpark and Ancillary Development Projects would not involve activities which would generate a significant demand for these services.

**TABLE 5.11-1**  
**Waste Generation Rates for the Proposed Activities**

<b>Land Use</b>	<b>Number of RM or SF or Event</b>	<b>Tons Generated per RM or SF or Event per Year</b>	<b>Total Tons Per Year</b>
<b>Ballpark Project</b>			
Retail at the Park	400,000 SF	0.0017	680
Ballpark	130 Events	8	1,040
<b>Ancillary Development Projects</b>			
Offices	600,000 SF	0.0017	1,020
Hotel	850 RM	0.365	310
<b>TOTAL</b>			<b>3,050</b>

RM - Rooms  
SF - Square Feet

**City Collection Crew.** The City only provides collection services to single-family residences. Because the Ballpark Project would not result in an increase in single-family residences, the City's existing collection program would not be affected. Therefore, the Ballpark Project would not result in significant impacts to City collection crews.

**Miramar Landfill Entrance Facility.** As stated in the City's *Guide to Mitigating Impacts to Solid Waste Services*, the Miramar Landfill entrance facility is adequate for current trip numbers; therefore peak flows are not presently a significant issue. The Ballpark Project would result in a significant impact to the amount of waste generated which would then result in a larger number of trucks accessing the landfill entrance facility. The additional traffic at this facility would be considered a significant impact.

### Sewer

The MEIR indicates that portions of the existing wastewater collection and conveyance facilities and equipment would be rehabilitated and/or replaced as normal operation and maintenance of City facilities continue over time. On the regional level, the San Diego Clean Water Program is responsible for upgrading the sewage treatment facilities for the entire San Diego metropolitan area. The system upgrade is required by the Clean Water Act, which mandates that all wastewater discharges throughout the nation upgrade their treatment facilities to at least the secondary treatment level. The future upgrade will increase the capacity of the existing collection system, modify the treatment system at the Point Loma Water Treatment Plant, and construct new treatment facilities to handle future growth. As indicated in the MEIR, as long as planned rehabilitation and/or replacement occurs, redevelopment would be accommodated and would not significantly impact the Point Loma Water Treatment Plant.

Upgrades to the sewer collection system anticipated by the MEIR would help accommodate the Ballpark Project; however, some relocation of actual sewer lines would be required to accommodate the new street system. Portions of the existing sewer system are oversized to handle mixed land uses including industrial uses, and would not require an increase in size to accommodate the Ballpark Project. The majority of the relocated sewer collection system would be located in the street right-of-way where it would be easily accessible for future maintenance and repair. The proposed relocation also serves to minimize the impacts to the existing sewer collection and trunk line system. The relocation and upgrades to the sewer collection mains would provide adequate service to the Ballpark Project and would not significantly impact sewer capacity. The estimated flow for the Ballpark Project is 4.3 mgd.

### Water

As with the sewer collection system, upgrades to the water distribution system anticipated by the MEIR would help accommodate the proposed Ballpark Project. However, construction of the Ballpark Project would result in the need to relocate and upgrade the water distribution system within the Ballpark Project Area but would not significantly impact the local water service infrastructure. The anticipated water usage for the Ballpark Project requires an increase in pipe size from 12-inch, which would have accommodated development in conformance with the existing Community Plan, to 16-inch to provide an adequate water supply for the multiple uses associated with the Ballpark Project (e.g., restaurants, restrooms, locker room facilities, landscape sprinklers, etc.). The water distribution system would be relocated within the street right-of-way where it would be easily accessible for future maintenance and repair. In addition, the proposed water main relocation would serve to minimize the impacts to the existing water distribution system.

The MEIR indicated that given the present water shortage in Southern California and the scarcity of new water sources, water availability to ensure growth is a major concern of the County Water Authority and the City of San Diego Water Utilities Department. It is unknown whether twice as much water as is currently available can be delivered 35 years from now. However, region-wide system improvements to meet future demand are already underway, and it is expected that all the necessary measures will be taken to modify the existing water distribution system in the Redevelopment Project Area to assure adequate water supply line pressure, to the satisfaction of the City Engineer. Therefore, potential impacts on the distribution system are not considered significant.

Adequate water pressure is not a problem for Centre City East. The water coming into the site originates in a high pressure zone, while the downtown area is considered a low pressure zone. Back-pressure-sustaining, pressure-reducing valves are required to reduce the pressure of the water coming into the downtown area while maintaining the pressure in the high pressure zone. The estimated water demand for the Ballpark Project is anticipated to be 3,000 gallons per minute or 4.32 mgd. Although this is more than double the existing water demand (2.1 mgd), a number of properties in the area are underutilized and/or vacant. Therefore, water supply in the Ballpark Project Area would be able to meet the demand.



### Storm Drains

As discussed in Section 5.10, the Ballpark Project would not significantly impact the local storm drain system. Surface runoff generated by the Ballpark Project would be less than the existing condition due to the additional permeable surface created by the playing field of the ballpark and grass area within the Park at the Park. Furthermore, the MEIR anticipates improvements to the downtown storm drain system.

### **5.11.3.2 Ancillary Development Projects**

#### Police Protection

Ancillary development would not significantly impact police services. The Ancillary Development Projects would not require additional officers for vehicular and pedestrian traffic control. Police response times would be similar to those for the proposed Ballpark Project, since the Police Station is less than one mile from the Ballpark and Ancillary Development Projects. During ballpark events, it is possible that police response times in the area would increase if the roads and sidewalks are crowded with vehicles and pedestrians but this would not constitute a significant impact.

#### Fire Protection

The Ancillary Development Projects would not have a significant impact on fire protection services. Fire personnel will be able to serve the Ancillary Development Projects within an acceptable timeframe except, possibly, in the case of ballpark events. During the peak time period before and after ballpark events, it is possible that heavy traffic on the street system would interfere with fire response time but the additional response time would not be significant.

#### Solid Waste

As indicated in the Tables 5.11-1, the Ancillary Development Projects have the potential for generation of a significant amount of solid waste. The Ancillary Development Projects would have a significant impact on the Miramar Landfill capacity and increase traffic at the landfill entrance facility. Impacts for the Ancillary Development Projects would be similar to other mixed use developments. The Ancillary Development Projects would not impact City collection crews because the City crews collect solid waste from single-family residential units only, and no single-family residential units are planned. Waste management services would not be significantly impacted.

#### Sewer

Infrastructure improvements for the Ballpark Project would also provide enough capacity to accommodate the Ancillary Development Projects and, therefore, avoid significant impacts to the sewer system. However, activity-specific improvements may be necessary for individual ancillary developments.

## Water

No significant impacts to the water infrastructure would occur with the Ancillary Development Projects. The infrastructure improvements and realignments to provide service to the Ballpark Project would also serve the proposed Ancillary Development Projects. Furthermore, as indicated earlier, water pressure in the Ballpark and Ancillary Development Projects Area is adequate to meet the needs of future ancillary development. Recommendations for specific infrastructure improvements would be made as specific ancillary developments are proposed.

## Storm Drain

As the Ancillary Development Projects Area is largely developed, no significant increase in surface runoff would occur. Consequently, as discussed in Section 5.10, no significant impacts to the storm drain system would occur.

### **5.11.3.3 Plan Amendments**

As the ballpark would increase the amount of solid waste over that which would likely occur under the current land use designations, the Plan Amendments would have a significant impact on solid waste. Redevelopment under either the existing plan or the proposed Plan Amendments would have a similar level of impact to public services including police protection, fire protection, sewer, water, and storm drains.

### **5.11.4 Mitigation Measures**

Reduction of potential impacts on public services associated with the Ballpark and Ancillary Development Projects include the following measures contained in the Mitigation, Monitoring and Reporting Program (MMRP) adopted with the MEIR as well as activity-specific mitigation measures.

#### **5.11.4.1 Ballpark Project**

##### MEIR Mitigation Measures

***Mitigation Measure 5.11-1:*** Potential impacts to police and fire protection services, gas and electric, parks, and public restrooms, libraries, courts and jails, health and social services, senior services and educational facilities/services would be mitigated by funding available to the City of San Diego through implementation of the proposed Redevelopment Plan, repayment of debt by the Agency to the City, and new sales tax and transient occupancy tax (TOT) revenues generated by new increased development within the Redevelopment Project Area. The City of San Diego will also receive property tax revenues generated by the Centre City Redevelopment Project pursuant to Section 33676 of the Health and Safety Code (MMRP G.1).

***Mitigation Measure 5.11-2:*** Potential impacts of the Site development to systems for the delivery of potable water distribution and supply, stormwater collection and disposal, solid waste disposal,

wastewater collection systems and treatment systems would be mitigated by funding available to the City of San Diego through fees collected for connection with and use of public service systems, implementation of the Redevelopment Plan, repayment of debt by the Agency to the City, and new sales tax and transient occupancy tax (TOT) revenues generated by new increased development within the Site. The City of San Diego will also receive property tax revenues generated by the Centre City Redevelopment Project pursuant to Section 33676 of the Health and Safety Code (MMRP G.2).

***Mitigation Measure 5.11-3:*** As required by the City of San Diego, the Developer shall provide areas in which to store recyclable materials. The Agency shall also encourage the City of San Diego Waste Management Department to increase its promotion of effective recycling programs in the Planning Area (MMRP G.3).

#### Activity-Specific Mitigation Measures

***Mitigation Measure 5.11-4:*** A waste management plan would be implemented to reduce waste transported to local landfills. Components shall include but not be limited to:

- Type of materials expected to enter the waste stream;
- Quantity of materials;
- Source reduction techniques to be used;
- Recycling and/or composting programs; and
- Buy-recycled programs.

#### **5.11.4.2 Ancillary Development Projects**

Mitigation Measures 5.11-1 through 5.11-4 listed above, would apply to all Ancillary Development Projects.

#### **5.11.4.3 Plan Amendments**

Development in accordance with the existing plan or the proposed Plan Amendments would result in similar impacts to public services. The mitigation measures adopted with the MEIR, Mitigation Measures 5.11-1 through 5.11-3 as well as Mitigation Measure 5.11-4 would reduce impacts to public services to below a level of significance. .

#### **5.11.5 Significance of Impact After Mitigation**

##### **5.11.5.1 Ballpark Project**

##### Solid Waste

The amount of trash generated by the Ballpark Project would represent a significant impact on the capacity and local access of the Miramar Landfill. Implementation of the Mitigation

Measure 5.11-4 would reduce the waste generated by the Ballpark Project but not to below a level of significance. However, in the absence of specific recommendations to improve access at the Miramar Landfill, the impact of the Ballpark Project on solid waste would be significant and not mitigated.

#### **5.11.5.2 Ancillary Development Projects**

##### **Solid Waste**

The Ancillary Development Projects would represent a major source of trash which would significantly impact the capacity and local access of the Miramar Landfill. As with the Ballpark Project, the impact on capacity would be reduced by Mitigation Measure 5.11-4 but not to below a level of significance. In addition, no measures are proposed to alleviate access problems. Thus, the Ancillary Development Projects would have a significant and unmitigated impact on solid waste.

#### **5.11.5.3 Plan Amendments**

Similar to the Ballpark and Ancillary Development Projects, impacts to public services associated with the Plan Amendments would be reduced to below a level of significance through implementation of Mitigation Measures 5.11-1 through 5.11-4.

#### **5.11.6 Relationship To The MEIR**

The MEIR concludes that implementation of the Redevelopment Project would result in potential significant impacts on public facilities/services. The SEIR identifies no new impacts to public facilities/services which were not addressed in the MEIR. However, the ballpark is identified as a larger source of trash than would otherwise be expected from the Ballpark Project Area.

The MEIR concludes that potential public facilities/services impacts of the Redevelopment Project would be reduced to below a level of significance. This would be achieved through MEIR Mitigation Measures G.1 through G.3 (Mitigation Measures 5.11-1 through 5.11-3) which include the identification of public services and facilities funding sources and that areas in which to store recyclable materials must be provided.

Although implementation of the Ballpark and Ancillary Development Projects would comply with MEIR Mitigation Measures G.1 through G.3, additional activity-specific mitigation is required. Waste management plans implemented by the Ballpark and Ancillary Development Projects would reduce waste transported to local landfills (Mitigation Measure 5.11-4) but not to below a level of significance. Thus, the proposed Plan Amendments would change the conclusion of the MEIR Findings relative to solid waste to significant and not mitigated. In addition, Mitigation Measure 5.11-4 should be added to the MEIR mitigation measures.

## 5.12 POPULATION/HOUSING

### 5.12.1 Existing Conditions

This section provides an overall discussion of population/housing conditions in the Ballpark and Ancillary Development Projects Area as well as the more specific related issues of low-to moderate-income housing (hereafter referred to as low-income housing) and the homeless. For the purposes of this discussion, the evaluation of the population/housing is based on an inventory of the Ballpark and Ancillary Development Projects Area conducted for the Relocation Plan (PRC 1998), incorporated by reference herein and available for public review at the CCDC Administration offices.

Population composition information is drawn from data from Census Tract 51, as updated in January, 1997. Census Tract 51 is considered representative as it encompasses approximately 85 percent of the Ballpark and Ancillary Development Projects Area. Census Tract 51 is that area bounded by Market Street on the north, Ninth Avenue on the west, Interstate 5 on the east, and the area south of Commercial Street including the train switching yard and Tenth Avenue Marine Terminal contiguous with the Centre City Redevelopment boundary from the marine terminal to Harbor Drive near its intersection with Beardsley Street, north along Harbor Drive to Sigsbee Street, east along Sigsbee Street to Newton Avenue, north along Newton Avenue to 16th Street, east along 16th Street to Commercial Street, and east along Commercial Street to Interstate 5.

#### 5.12.1.1 Population

According to the most recent population estimates, the total population in Centre City East has increased by approximately 18.8 percent since the 1990 Census was taken. The household population increased by more than 11 percent, while the group quarters population increased by more than 25 percent. Group quarters include both institutional facilities (e.g., hospitals, nursing homes, psychiatric facilities, and jails) and non-institutional facilities (e.g., military barracks and college dormitories).

In 1990, about 49 percent of the population within Census Tract 51 was Hispanic, 28 percent White, 21 percent Black, and 3 percent Asian/Other. During the past seven years, the Hispanic population has grown by 44 percent, and now constitutes 59 percent of the total population in the Census Tract 51. The White population has decreased by 21 percent, while the Black and Asian populations have remained fairly consistent. In comparison to the 1997 figures for Census Tract 51 for the southern portion of Centre City East, the Hispanic population has almost doubled, the White population has decreased by almost a quarter, the Black population has increased slightly, and the Asian and Other population has increased slightly. As a whole, the ethnic diversity of the area has continued to increase (Tanjuaquio, 1998).

As discussed below, an estimated 3,502 residential units occur within the Centre City East. Based on an average of 2.71 persons per household (as of January 1997 data) for Census Tract 51, the residential population for the Centre City East area is approximately 9,500 people.

### 5.12.1.2 Housing

The housing inventory completed for the proposed Relocation Plan (PRC 1998) identified a total of 27 residential units within the Relocation Plan study area. As the study area for the Relocation Plan was not completely coincident with the current Ballpark and Ancillary Development Projects Area, an inventory of the additional area was conducted for this SEIR. This additional inventory identified another 14 residential units within the Ballpark and Ancillary Development Projects Area including the ReinCarnation Building. The ReinCarnation Building was excluded from the Relocation Plan on the assumption that the Ballpark and Ancillary Development Projects would not impact this building. However, for the sake of worst-case analysis, the units within the ReinCarnation Building are included in the residential housing inventory. Thus, an estimated 41 residential units occur within the Ballpark and Ancillary Development Projects Area. The housing units are distributed among six buildings as illustrated in Table 5.12-1.

**TABLE 5.12-1**  
**Housing Units Within The Primary Plan Amendment Area**

<b>Location</b>	<b>Number of Occupied Units</b>
828 "K" Street (The Candy Factory)	14 <sup>1</sup>
903 "K" Street (Art Plex)	5 <sup>1</sup>
1143 "K" Street (Sinclair Pat's)	1
311 8 <sup>th</sup> Avenue, Suite A	1
371 8 <sup>th</sup> Avenue ("J" Street Lofts)	6
354 Eleventh Avenue (ReinCarnation Building)	14
<b>Total</b>	<b>41</b>

<sup>1</sup> Includes 3 live/work units

### 5.12.1.3 Low-Income Housing

Since 1992, approximately 362 new or rehabilitated units have been added to Centre City East, which constitutes approximately eight percent of the total new or rehabilitated units over the entire Centre City Redevelopment Project Area. Of those 362 units, almost 90 percent or 325 units have been restricted to low-income households. The number of restricted units for low-income families in Centre City East constitutes approximately 72 percent of the total restricted units (449 units) completed since 1992 over the entire Centre City Redevelopment Project Area (CCDC, 1998d).

Based on the Relocation Plan survey, only one of the units within the Ballpark and Ancillary Development Projects Area qualifies as low-income income housing. No moderate income housing units were found within the Ballpark and Ancillary Development Projects Area. The majority of the units are live/work lofts which are occupied by residents with incomes above moderate-income levels.

#### **5.12.1.4 Urban Homeless**

A number of urban homeless persons as well as social services facilities which provide services to the homeless are located within Centre City East. The annual report of the Regional Task Force on the Homeless (Regional Task Force on the Homeless 1998), describes "Homelessness," using the U.S. Department of Housing and Urban Development's definition, as "an individual (not imprisoned or otherwise detained) or family who:

- (1) Lacks a fixed, regular, and adequate nighttime residence; and
- (2) Has a primary nighttime residence that is:
  - A supervised publicly or privately operated shelter designed to provide temporary living accommodations (including welfare hotels, congregate shelters, and transitional housing for the mentally ill);
  - An institution that provides a temporary residence for individuals intended to be institutionalized; or
  - A public or private place not designed for, or ordinarily used as, a regular sleeping accommodation for human beings."

The urban homeless population in downtown San Diego is estimated to be approximately 3,500 to 4,000 individuals (Regional Task Force on the Homeless, 1998). Throughout the downtown area, an estimated 2,400 of the total population sleep in permanent public shelters each evening, leaving somewhere between 1,000 to 1,600 who sleep outdoors or in spaces not intended as human shelter. The number of homeless sleeping in shelters increases during the winter months when temporary shelters are provided. During the winter of 1998, the City of San Diego provided three temporary evening shelters which provided accommodations for a total of 450 to 500 homeless individuals. Additionally, during inclement weather, either extreme cold weather or rain, St. Vincent de Paul opens its dining room as overflow quarters for about 150 to 200 people.

Accurate estimates of the number of homeless within the Ballpark and Ancillary Development Projects Area are difficult due to the anticipated fluctuation in numbers. However, some idea of the number of homeless can be derived from recent surveys conducted by the City's Homeless Outreach Team.

Between December 1998 and March 1999, the Homeless Outreach Team completed several surveys of an area which includes the Ballpark and Ancillary Development Projects Area. The survey area was generally bounded by Sixth Avenue, Market Street, I-5 and Imperial Avenue. The surveys were made in the early morning hours and were intended to provide an estimate of the number of homeless in the area which do not live in designated shelters. This group represents the third category of homeless as described earlier in section 5.12.1.4. As indicated in a memo regarding the survey results (Homeless Outreach Team, 1999), the number of homeless not living in shelters in the survey area ranged between 40 and 68. It should be noted, however, that these estimates do not provide any information on the number of homeless which may inhabit the area during daylight hours before going to evening shelters.



As the surveys conducted by the Homeless Outreach Team covered a larger area than the Ballpark and Ancillary Development Projects Area and counted no more than 68 persons, it is conservatively assumed for purposes of this analysis that no more than 100 homeless persons utilize the area of the Ballpark and Ancillary Development Projects Area for unauthorized evening shelter.

Within the Ballpark and Ancillary Development Projects Area, there are a number of areas where homeless activities are concentrated. According to Homeless Task Force's 1998 Annual Report, the most frequented locations within the Ballpark and Ancillary Development Projects Area include:

- Eighth Avenue and L Street;
- 13th Street and Imperial Avenue - trolley stop;
- 15th Street from J Street to Imperial Avenue;
- 17th Street and K Street - vacant lot; and
- Island Avenue - 1600 block, at and near God's Extended Hand (serves meals).

Other locations within the Ballpark and Ancillary Development Projects Area include:

- Sixth Avenue and J Street - perimeter of the Farmer's Bazaar;
- 14th Street - 400 block, around Allen Recycling;
- 16th Street and J Street;
- 17th Street between Imperial Avenue and K Street, across from Neil Good Day Center;
- 17th Street - 200 and 600 blocks;
- J Street - 1100 block, San Diego Rescue Mission and between 16th and 19th Streets;
- K Street - 1100 block;
- L Street - 800 block; and
- Imperial Avenue - 900 block.

Homeless activities are also known to occur in the neighborhoods which surround the Ballpark and Ancillary Development Projects Area including Golden Hill, Sherman Heights, City Heights, Hillcrest, North Park, South Park, Barrio Logan, and Uptown. Common locations include:

- Marina Park Way and Convention Way - Embarcadero Park;
- SR-163 and Ash Street - under the bridge exiting SR-163;
- Twelfth Avenue and C Street - trolley stop and park area on City College campus;
- City College - front lawn and grounds;
- 13th Street and Market Street - Barney's Market parking lot;
- Broadway at Twelfth Avenue;
- Old Naval Hospital parking lot near San Diego High School;
- San Diego High School - behind and under bridge;
- Presidents Way - Balboa Park, Aerospace grass area;

- Upas Street - across bridle path bridge over SR-163 at end of park;
- Balboa Park - wooded area near Sixth Ave., Upas St., Granada Ave., and Russ Blvd.;
- Elm Street - railroad tracks and end of street;
- I-5 adjacent to Washington Street;
- Pacific Highway and Rosecrans - under I-5 near County Health Services;
- Second Avenue and A Street - near Community Concourse;
- State Street near A Street - near auto repair shop;
- State Street and F Street - Pantoja Park;
- Third Avenue and Broadway - Horton Plaza Park;
- Third Avenue and Robinson Street - east alley;
- Fifth Avenue - canyon around Mercy and UCSD hospitals;
- Fifth Avenue and University Avenue - about 3800 to 3900 Fifth Avenue;
- Ninth Avenue and University Avenue - Uptown Recycler;
- 25th Street and Commercial Street;
- 25th Street and Imperial Avenue - alley behind gas station;
- 25th Street and Market Street;
- 28th Street between National Avenue and SR-94;
- 30th Street and University Avenue; and
- Chicano Park.

A number of social services facilities serving the homeless occur within Centre City East. The identity and function of each of these social services facilities is described in Table 5.12-2. The location of each of these social services facilities is illustrated on Figure 5.12-1. As illustrated in Figure 5.12-1, none of these services lies within the Primary Plan Amendment Area. Five occur within the Secondary Plan Amendment Area on blocks 9-13, as identified in Table 5.12-2.

These social services facilities offer a number of programs to meet the needs of the local urban homeless population. A brief description of the general services offered is provided below.

- *Outreach/Intake/Assessment* which identify an individual's or family's needs and make connections to facilities and services.
- *Case Management Agencies* which offer emergency and supportive services and assist clients in developing a plan for achieving independent living. Most of these agencies serve non-homeless persons as well.

**TABLE 5.12-2**  
**Social Service Facilities in the Project Vicinity**

<b>Block No.</b>	<b>Agency</b>	<b>Program Name</b>	<b>Target Population</b>	<b>Facility Type</b>	<b>Special Needs</b>	<b>Total Beds</b>
1	Senior Community Center	Day Management Agency	Adult Men & Women	Case Management	Seniors	NA
2	San Diego Youth & Community Svcs.	The Storefront	Homeless Youth	Emergency Shelter	General Homeless	20
	Logan Heights Family Health Center	Downtown Family Health Center	General Population	Health Services	General Homeless	NA
3	Salvation Army	Adult Rehabilitation	Adult Men & Women	Transitional Shelter	Substance Abuse Treatment	125
4	Salvation Army	San Diego Family Services	General Population	Case Management	General Homeless	NA
	Salvation Army	Family Development Services	Families with Children	Transitional Shelter	General Homeless	60
5	Catholic Charities	Rachel's Women's Center	Adult Women	Day Shelter	General Homeless	NA
	Catholic Charities	Rachel's Night Shelter	Adult Women	Emergency Shelter	General Homeless	30
	Catholic Charities	House of Rachel	Adult Women	Transitional Shelter	General Homeless	5
6	Community Research Foundation	New Vistas Crisis Center	Adult Men & Women	Emergency Shelter	Substance Abuse Treatment/ Severely Mentally Ill	14
7	Community Research Foundation	10th Avenue Apartments	Adult Men & Women	Transitional Shelter	Severely Mentally Ill	28
8	Volunteers of America	Amigos Sobrios	Adult Men	Transitional Shelter	Substance Abuse Treatment	14
	Episcopal Community Services	Friend to Friend Clubhouse	Adult Men & Women	Day Shelter	Severely Mentally Ill	NA
9	Volunteers of America	Community Pre-Release Center	Adult Men	Transitional Shelter	Parolees	46
10	San Diego Youth & Community Services	The Storefront Day Center	Homeless Youth	Day Shelter	General Homeless	NA
11	Volunteers of America	Sobriety House for Men	Adult Men	Transitional Shelter	Substance Abuse Treatment	24
	Volunteers of America	Detox	Adult Men & Women	Emergency Shelter	Substance Abuse Treatment	16

**TABLE 5.12-2**  
**Social Service Facilities in the Project Vicinity (Continued)**

<b>Block No.</b>	<b>Agency</b>	<b>Program Name</b>	<b>Target Population</b>	<b>Facility Type</b>	<b>Special Needs</b>	<b>Total Beds</b>
	Volunteers of America	Ten Day Program	Adult Men & Women	Emergency Shelter	Substance Abuse Treatment	20
	San Diego Rescue Mission	Men's Facility	Adult Men	Transitional Shelter	General Homeless	193
	San Diego Rescue Mission	Day Service Center	Adult Men	Day Shelter	General Homeless	NA
	San Diego Rescue Mission	Men's Facility	Adult Men	Transitional Shelter	General Homeless	20
12	God's Extended Hand	Soup Kitchen	Adult Men & Women	Soup Kitchen	General Homeless	NA
13	Alpha Project for the Homeless	Neil Good Day Center	General Population	Day Shelter	General Homeless	NA
14	San Diego County Health Department	Health & Human Services	General Population	Health Services	General Population	NA
15	St. Vincent de Paul Village	St. Vincent de Paul Dental/Medical	General Population	Health Services	General Homeless	NA
	St. Vincent de Paul Village	Family Living Center	Families with Children	Transitional Shelter	General Homeless	110
	St. Vincent de Paul Village	Joan Kroc Center - Men's Program	Adult Men	Transitional Shelter	General Homeless	32
	St. Vincent de Paul Village	Joan Kroc Center for Families	Women with Children	Transitional Shelter	General Homeless	134
	St. Vincent de Paul Village	Bishop Maher Center	Adult Men	Transitional Shelter	General Homeless	150
	St. Vincent de Paul Village	Paul Mirabile Center - Men	Adult Men	Transitional Shelter	General Homeless	270
	St. Vincent de Paul Village	Paul Mirabile Center - Women	Adult Women	Transitional Shelter	General Homeless	80
	St. Vincent de Paul Village	S.T.E.P for Single Women	Adult Women	Transitional Shelter	General Homeless	34
16	Logan Heights Family Health Center	Homeless Health Care Project	General Population	Health Services	General Homeless	NA
17	San Diego Rescue Mission	Women's and Children's Center	Women with Children	Transitional Shelter	General Homeless	75
18	City of San Diego	Winter Shelter Program	General Population	Emergency Shelter	General Homeless	250



- *Day Shelters* which provide daytime support services in a safe environment. Some of the day shelters also provide services to persons with severe mental illness or recovering from substance abuse.
- *Emergency Shelters* which offer basic, temporary overnight sleeping accommodations, for up to one month. "Case management" assistance is sometimes available.
- *Health Service Programs* which are clinics designed for meeting the outpatient medical needs of homeless persons.
- *Permanent Supportive Housing* which offers housing for persons with disabilities who need supportive services to maintain their living accommodations. Targeted disabilities are serious mental illness; chronic alcohol/or other drug abuse; and AIDS or related diseases. Persons with a severe chronic developmental disability may also be included.
- *Supportive Services* which assist with factors which have either led to homelessness or serve as obstacles in overcoming homelessness. These include services concerning: mental health; substance abuse recovery; life skills training; domestic violence issues; job assistance; child care; food; access to public entitlements; and housing counseling/placement.
- *Transitional Shelters* which offer housing, case management, and support services to return people to independent living as soon as possible, often within six months, and usually not longer than 24 months.

No new social services facilities are expected to occur within Centre City East, except in the Commercial Services District, because the Centre City PDO no longer permits new social service facilities in Centre City East. The expansion of existing social service facilities is allowed, however, if it is integral to the present programs of the facilities and if the expansion creates lesser impacts on the neighborhood.

In addition to the social services facilities operating in Centre City East, the San Diego Police in collaboration with social service workers and physiological clinicians have formed a "Homeless Outreach Team" (HOT) to diagnose and address the needs of the downtown homeless. The HOT team assists people in obtaining general relief, Social Security, veterans, or other benefits. The team can also evaluate an individual's mental health needs and assist in placement in an appropriate program if the individual is willing. If any criminal activity is occurring where the team has stopped, the HOT team provides immediate police response (Saldamando, 1998).

### **5.12.2 Significance Criteria**

For the purposes of this SEIR, impacts related to population/housing would be significant if the Proposed Activities would result in a:

- Substantial loss of land zoned for housing in Centre City Community and Redevelopment Project Areas;
- Substantial loss of low to moderate income housing;
- Substantial loss of social services facilities for the homeless; and/or
- Substantial deterioration in the physical environment of surrounding areas resulting from an increase in the urban homeless population.

### **5.12.3 Environmental Impacts**

#### **5.12.3.1 Ballpark Project**

##### Housing

Implementation of the Ballpark Project would eliminate 27 residential units which currently exist within the Ballpark Project Area. In addition, the development would eliminate the potential for future residential units to be built within the Ballpark Project Area by developing the Ballpark Project Area with non-residential uses. Based on land use forecasts prepared in 1992 for the MEIR, the land within the Ballpark Project Area could support up to 2,431 dwelling units. Based on a persons per household ratio of 2.71, this would equate to a residential population of 6,588 persons.

The loss of the 27 existing units would not constitute a significant loss of housing within the Centre City Redevelopment Project Area. However, the loss of residentially-zone land which could support up to 2,431 housing units within the Ballpark Project Area would be considered significant.

The land use forecast prepared for the MEIR indicates that a total of 36,170 residential units could be developed under the current Centre City Redevelopment Plan over the total plan area of about 1,500 acres. Of this total, approximately 16,039 residential units, or about 44%, have been developed through 1998, leaving a potential for approximately 20,131 residential units to be developed in the Redevelopment Project Area. Based on these projections, the 2,431 potential units eliminated by the Ballpark Project would represent 12% of the total number of potential residential units yet to be developed in the Redevelopment Project Area. With respect to the Centre City East District, the 1992 land use forecast predicted a total of 17,890 units could be developed. An estimated 3,502 residential units have been developed through 1998, leaving approximately 14,388 potential units. The loss of residentially-zoned land which could support up to 2,431 residential units with the Ballpark Project would result in an overall reduction of potential residential units, within Centre City East, of 17%.

The loss residentially-zoned land which could support up to 2,431 potential units would have a significant impact on the housing goals for the Redevelopment Project Area. It is considered unlikely that the resulting deficit in housing could be reversed by increasing residential development in other parts of the Redevelopment Project Area because one of the goals of the 1992 Redevelopment Plan was to maximize residential development by maximizing the densities on land designated for residential use.

Significant impacts to existing residents from relocation would be avoided through relocation benefits provided in accordance with the State of California Relocation Law, Government Code Section 7269 et seq., and Title 25 Chapter 6, Relocation Assistance and Real Property Acquisition Guidelines, including the Agency's own Amended Rules and Regulations for Implementation of the California Relocation Assistance Law. In order to alleviate hardships for tenants who must pay move-in costs (such as first month's rent and security deposit), the Agency

would assist displacees. Other benefits include assistance with the cost of moving, and for tenants who have lived in a unit for more than 90 days prior to the initiation of negotiations, additional rental assistance may be available. Replacement housing assistance for residential owner-occupants is based on purchase price differential, mortgage interest differential, and incidental costs.

### Low-Income Housing

The loss of the one low-income housing unit which currently exists within the Ballpark Project Area would not have a significant impact on the overall availability of low-income housing within the Redevelopment Project Area. Similarly, the loss of potential low- to moderate-income housing within the Ballpark Project Area would not be significant.

According to the Centre City Redevelopment Plan, 30% of all new and rehabilitated dwelling units developed by the Redevelopment Agency shall be available at affordable housing cost to persons and families of low to moderate income. In addition, of all new or rehabilitated dwelling units developed within the Redevelopment Project Area by public or private entities other than the Redevelopment Agency, 15% shall be made available for low to moderate income households. In addition, the Redevelopment Plan requires that the Agency replace any low- or moderate-income housing units removed from the Redevelopment Project Area as a result of the Agency's actions.

Based on the low-income formulas described above, between 365 and 730 of the 2,431 total potential units within the Ballpark Project Area could be dedicated to low-income housing depending on whether the units were developed by the Redevelopment Agency or other entities.

Assuming between 15 and 30% of the total potential units in the Redevelopment Project Area (20,131) are low-to moderate-income, anywhere from 3,020 to 6,039 low-to moderate-income units could be developed in the Redevelopment Project Area. Thus, the Ballpark Project could reduce the potential low-to moderate-income units within the Redevelopment Project Area by as little as 6% and as much as 24%. However, it is important to note that the low- to moderate-income formulas are intended to be applied plan-wide. Thus, all or none of the potential low- to moderate-income housing could ultimately occur within the Ballpark Project Area.

### Urban Homeless

Although not necessarily required under CEQA (Section 15131), the impacts of displacing the urban homeless located within the Ballpark Project Area on surrounding areas is addressed here because of the concerns expressed during the Notice of Preparation period. The focus is on potential physical changes in the environment of the surrounding areas. However, when available, information on non-physical issues such as crime are also addressed.

The Ballpark Project Area is utilized by the homeless because it offers a number of favorable conditions including proximity to social services facilities, unauthorized overnight shelter opportunities and low activity levels, particularly in the evening and nighttime hours. In order to



understand the nature of these impacts, it is important to evaluate how the homeless population may react to construction of the Ballpark Project. Predicting exactly where the homeless would relocate is very difficult given the number of variables which are involved, and the general lack of information on this subject. However, based on conversations with representatives of several of the major social services facilities in the general area of the Ballpark Project, it is considered likely that the homeless population within the Ballpark Project Area would, in general, stay within the industrial areas to the south and east. However, some could move into the other areas of Centre City as well as Balboa Park and surrounding residential communities. The homeless would undoubtedly continue to seek shelter in the Ballpark Project Area during construction and may, in fact, continue to frequent the areas within the Ballpark Project after construction is completed.

The reaction of the homeless population to the construction of a new ballpark (Coors Field) in Denver, Colorado supports the conclusion that the homeless would likely remain around the Ballpark Project Area. Coors Field was also constructed in an older warehouse district of downtown which served as congregation and sleeping area for the urban homeless population. During construction of the ballpark, the homeless were dispersed; however, they only moved several blocks from the construction zone and primarily stayed in the warehouse district because of its proximity to social service agencies. Many of those who prefer to live on the street continue to locate themselves within the Coors Field area (Metzler, 1999).

**Impacts to the Homeless.** Implementation of the Ballpark Project would make the Ballpark Project Area less conducive to homeless activities. The development would eliminate several areas within the footprint of the ballpark which, as discussed earlier, experience concentrated homeless activities. Although the lawn and plaza areas within the Park at the Park could offer potential unauthorized shelter opportunities, these areas would be privately secured. Doorways and other shelter opportunities, however, would be created around the perimeter of the ballpark and retail buildings. Although activity levels would be high during ballgames, non-game activity levels would be low during nighttime hours as well as during the day. Private security activities around the ballpark and ancillary development would tend to discourage homeless activities but the effectiveness of these activities may have limited success, as demonstrated by the difficulties the San Diego Police Department has had controlling homeless activities in other areas downtown.

The Ballpark Project would not significantly impact the social services facilities which are serving the local homeless population. As illustrated in Figure 5.12-1, none of the social services facilities in the Ballpark Project Area would be directly eliminated by the Ballpark Project.

**Impacts to Surrounding Areas.** Based on the earlier assumption regarding the number of homeless in the Ballpark and Ancillary Development Projects Area that are not living in shelters, the Ballpark Project may cause up to 100 homeless to seek unauthorized evening shelter in the surrounding area. In addition, it could cause an unknown number of homeless using the area during daylight hours to continue these activities in the surrounding area.

Homeless activities are accompanied by a number of activities which degrade the physical environment in affected areas. Common problems include inadequate personal hygiene, litter, crime, and panhandling. Urination and defecation on public and private property poses not only an aesthetic but also public health concern. Unsightly personal shelter areas and improper disposal of trash detract from the physical environment of an area.

Detailed crime statistics are not available because the Crime Analysis Unit of the San Diego Police Department does not track crimes by a category of homeless or transient (Haley, 1998). However, conversations with a number of police officers, business group representatives, and social service agencies provided anecdotal information about the types of crimes associated with the large urban homeless population. Public drunkenness, shoplifting of alcohol and food, panhandling, littering, stealing grocery carts, pick-pocketing, car burglary, bicycle theft, and other crimes of opportunity are types of crimes commonly associated with urban homeless and transients (Fornes, Hofer, Saldamando, 1998).

As discussed earlier, the major increase in homeless activities would be expected to occur in the industrial and commercial areas located immediately south and east. As a result, these areas would be significantly impacted by the resultant change in physical conditions which would be associated with increased homeless activities. However, homeless activities could also increase in surrounding residential communities and Balboa Park. Although the number of displaced homeless may be relatively low in surrounding neighborhoods, the sensitivity of residential neighborhoods and parks to the physical changes associated with homeless activities would result in even a small number of additional homeless having a significant impact on the physical conditions in residential neighborhoods and parks.

### **5.12.3.2 Ancillary Development Projects**

#### **Housing**

Implementation of the Ancillary Development Projects could eliminate the 14 existing residential units which lie within the Primary Plan Amendment Area but outside the Ballpark Project Area. The actual number of residential units which would ultimately be lost will be determined as specific plans for Ancillary Redevelopment Projects are prepared. In addition, Ancillary Development Projects would eliminate the potential for future units to be built within the Ancillary Development Projects Area.

Based on land use forecasts prepared in 1992 for the MEIR, the land within the Ancillary Development Projects Area could support up to 1,340 dwelling units. Based on a persons per household ratio of 2.71, the maximum potential reduction in units from the Ancillary Development Projects would equate to a residential population of 3,632 persons.

The loss of the 14 existing units would not constitute a significant loss of housing within the Centre City Redevelopment Project Area. However, as with the Ballpark Project, the loss of residentially-zoned land which could support up to 1,340 housing units within the Ancillary Development Projects Area would be considered significant. The loss of 1,340 potential units

would represent a 7% reduction in the potential residential units yet to be developed within the Redevelopment Project Area and a 9% reduction in units yet to be developed within Centre City East. As with the Ballpark Project, it is unlikely that these lost units could be recovered in the balance of the Redevelopment Project Area.

As with the Ballpark Project, significant impacts to existing residents from relocation would be avoided through relocation benefits provided in accordance the California Relocation Assistance Law.

### Low-Income Housing

According to the Relocation Plan, there are no low-income residential units currently located within the Ancillary Development Projects Area. Based on the low-income formulas described earlier, between 201 and 402 of the 1,340 total potential units within the Ancillary Development Projects Area could be dedicated to low-income housing depending on whether the units were developed by the Redevelopment Agency or other entities.

Assuming between 15 and 30% of the total potential units in the Redevelopment Project Area (20,131) are low-to moderate-income, anywhere from 3,020 to 6,039 low-to moderate-income units could be developed in the Redevelopment Project Area. Thus, the Ancillary Development Projects could reduce the potential low-to moderate-income units within the Redevelopment Project Area by as little as 3% and as much as 13%. However, as indicated earlier, it is important to note that the low-income formulas are intended to be applied over the entire Redevelopment Project Area. Thus, all or none of the potential low-income housing could ultimately occur within the Ancillary Development Projects Area.

As the Ancillary Development Projects would not eliminate any existing low income housing and, as discussed for the Ballpark Project, adequate opportunities exist to develop low-income housing in the balance of the Centre City East District and overall Centre City Redevelopment Project Area, no significant impacts to low-income housing would be associated with the future Ancillary Development Projects.

### Urban Homeless

The impacts of the Ancillary Development Projects on surrounding areas would be the essentially the same as those associated with the Ballpark Project. The ancillary development would displace a number of homeless activities but the resulting office and commercial uses would continue to offer potential unauthorized shelter opportunities. As with the Ballpark Project, the displacement of homeless activities into surrounding areas would have a significant impact on the physical conditions of affected areas.

Unlike the Ballpark Project, the Ancillary Development Projects could directly impact one social services facility, the San Diego Rescue Mission, which serves breakfast to the homeless on a daily basis and provides showers, haircuts, storage, and a change of clothes for adult males three days per week. The San Diego Rescue Mission also offers a long-term rehabilitation and

education program (12 to 18 months) to prepare homeless adult males for employment and independent living. This long-term program facility has a capacity of approximately 200 persons. Due to the scarcity of homeless shelters, the loss of the San Diego Rescue Mission would have a significant impact on the homeless.

### **5.12.3.3 Plan Amendments**

#### Housing

The effects discussed with respect to the Ballpark and Ancillary Development Projects are representative of the housing impacts of the Plan Amendments. As discussed earlier, the elimination of the housing emphasis would represent a significant impact on the housing goals for the Redevelopment Project Area.

The proposal to allow stand-alone, public and semi-public facilities would result in some loss of potential residential units. However, public and semi-public facilities are already allowed in the area and are unlikely to be of sufficient number to eliminate a substantial number of potential residential units.

#### Low-Income Housing

The effects discussed with respect to the Ballpark and Ancillary Development Projects are representative of the low-income housing impacts of Plan Amendments. As discussed earlier, the elimination of the housing emphasis would reduce the number of low-income residential units which would, otherwise, be developed within the area of the Proposed Activities. However, the potential reduction would not have a significant impact on downtown low-income housing.

The proposal to allow stand-alone, public and semi-public facilities would result in some loss of potential low-income residential units. However, public and semi-public facilities are already allowed in the area and are unlikely to be of sufficient number to eliminate a substantial number of potential low-income units.

#### Urban Homeless Population

Redevelopment under either the existing Redevelopment Plan or the proposed Plan Amendments would increase activity levels in the area and, consequently, displace homeless currently located in the area of the proposed Plan Amendments. Furthermore, the proposed Plan Amendments would not change any regulations governing the location or activities associated with social services facilities in the area of the Proposed Activities.

## 5.12.4 Mitigation Measures

### 5.12.4.1 Ballpark Project

Mitigation of impacts to residents and low-income housing which currently exist within the Ballpark Project Area would be accomplished through following measures included in the Mitigation, Monitoring and Reporting Program (MMRP) adopted with the MEIR.

#### MEIR Mitigation Measures

**Mitigation Measure 5.12-1:** The Agency is required to replace any low to moderate income housing it removes. The Agency shall serve as the Lead Agency in coordinating with other implementing agencies such as the Housing Commission, and State and Federal agencies, to extend incentives for low and moderate income housing programs downtown (MMRP A.2).

**Mitigation Measure 5.12-2:** Displacement impacts are mitigated through the Agency's implementation of its relocation program, as required by the California Relocation Assistance Law (MMRP A.3).

#### Activity-Specific Mitigation Measures

**Mitigation Measure 5.12-3:** An advisory group shall be formed to ~~identify~~monitor the specific physical impactseffect of ~~displaced~~displacement caused by Proposed Activities on the physical environment of East Village and surrounding communities and work with identified representatives of local government agencies and social services representatives to develop and recommend remedies for those physical impactsareas. As outlined below, this group will have a continuous connection with the individuals and entities who can implement remedies for the identified problems. The advisory group shall provide recommendations on how to respond to any changes which occur. The advisory group may consist of representatives from the following groups:

The East Village Redevelopment Homeless Advisory Committee (the Committee) would be formed by the City Manager pursuant to San Diego City Charter section 43(b), as a "temporary" citizens' committee, consisting of representatives from the following groups:

- Community groups representing Barrio Logan, Golden Hill, Hillcrest, North Park, and Sherman Heights;~~Residents of East Village and surrounding communities (Sherman Heights, Barrio Logan, Golden Hill, North Park, Hillcrest, Uptown and other communities as deemed appropriate);~~
- Businesses from the East Village Association; and surrounding communities;
- Gaslamp Quarter Association;
- Downtown Partnership;
- Social service providersagencies dealing with the homeless, as deemed appropriate by the City Manager;

- CCDC;
- City of San Diego;
- San Diego Convention Center Corporation;
- County of San Diego;
- City of San Diego;
- Regional Task Force on the Homeless;
- San Diego Housing Commission; and
- The San Diego Padres and their development partners.

It will be formed within 30 days after the issuance of the first grading permit for the proposed ballpark, and will continue for a period of three years from the date of the first event at the ballpark. The Committee's activities will be coordinated by the City Manager's Office. The City's Homeless Coordinator and/or any other staff designated by the City Manager will be the Program Manager for the Committee and liaison to the City Manager for conveying the recommendations from the Committee to the City. The Committee will set its own rules for operation, including the designation of officers or representatives of the Committee as a whole, a procedure for taking minutes and recording any votes or other business of the Committee, and any other rules — consistent with the law — that will help them function more efficiently and effectively. The Committee shall also decide how frequently it should meet.

The Committee will be large enough to be inclusive, but small enough to be able to function effectively. Accordingly, any individual or entity that is already represented by one of these groups would not separately participate as a member of the Committee. This would not prevent an individual or entity from bringing an issue or problem to the Committee's attention, either through one of the member entities or through the City. If a group not identified on this list believes it should be included, it would be able to petition the City Manager for inclusion.

The goals of each Committee meeting would include: a review and evaluation of the effectiveness of current methods for dealing with the physical impacts of homeless displacement in the surrounding neighborhood; identification of any additional problems and issues; and discussion and formation of solutions to recommend to the City Manager. It will be the City Manager's responsibility to present the Committee's recommendations to the City Council. The City Council will be responsible for allocating funds to implement those recommendations that are adopted by the City Council

At each meeting of the Committee, the Program Manager shall report on the status of specific complaints and issues, and shall receive any new complaints or issues raised by members of the Committee. On an annual or semi-annual basis, the Committee shall report to the City and CCDC on the operations of the Committee and its effectiveness in responding to the physical impacts of homeless displacement in the East Village and surrounding communities.

Within 90 days of the start of grading under the ballpark grading permit, the Committee shall submit a report to the Public Safety and Neighborhood Services Committee of the City Council regarding the physical impacts of construction on homeless migration into surrounding

neighborhoods and make recommendations for addressing those problems which may include but not be limited to expansion of the HOT Team or expansion of the area targeted by the HOT Team. A second report shall be submitted within 90 days after the first ballpark event to assess any continuing impacts of development and operations of the Ballpark and Ancillary Development Projects on the homeless and make recommendations for addressing any problems identified in the study. Additional reports would be prepared, as impacts are identified.

The Committee shall continue in existence for a term of three years after the first ballpark event. At the end of the Committee's term, the Committee may be dissolved or, at the option of the City and CCDC, be continued for a specified temporary time period in order to meet the Committee's objectives of identifying physical impacts of homeless displacement.

Independent funding of this committee would not help implement measures because any such measures such as increased lighting, HOT Team expansion would still have to go through City processes (increased lighting, HOT Team expansion) and can not be unilaterally implemented by a citizens' group.

***Mitigation Measure 5.12-4:*** The operation of the HOT Team shall be expanded in the fields of social service or law enforcement, or otherwise modified, to meet identified needs in the surrounding communities. The East Village Redevelopment Homeless Advisory Committee will make suggestions to the HOT Team about how the HOT Team can use its resources to address the homeless displacement issues arising from the proposed ballpark and ancillary redevelopment activities. No changes, however, will actually be implemented until the City evaluates the needs and identifies any areas of operation that should be modified or expanded. The ~~exact scope operation~~ of the Homeless Outreach Team ~~operations~~ shall be ~~determined by the City based on recommendations from the East Village Redevelopment Homeless Advisory Committee.~~ expanded in the areas identified by the advisory committee, or in response to public input, to address impacts caused by homeless displaced by the Ballpark Project. Currently, the HOT Team does not respond to specific complaints of crimes or problems caused by homeless persons; regular San Diego Police Department patrols are dispatched when a citizen calls to report an incident. This practice will continue. The HOT Team is a proactive unit composed of professionals from various disciplines who meet, as needed, to evaluate larger problems and develop and implement long-term solutions. For example, if a particular location becomes increasingly attractive to large numbers of homeless persons, the HOT Team, in conjunction with patrol officers, will use its resources to identify the cause of the attraction and respond as appropriate.

#### **5.12.4.2 Ancillary Development Projects**

##### MEIR Mitigation Measures

Implementation of Mitigation Measures 5.12-1 and 5.12-2 would mitigate impacts to low income housing and displaced residents.

### Activity-Specific Mitigation Measures

Implementation of Mitigation Measures 5.12-3 and 5.12-4 would help reduce impacts on surrounding areas from homeless displaced by Ancillary Development Projects.

#### **5.12.4.3 Plan Amendments**

### MEIR Mitigation Measures

Implementation of Mitigation Measures 5.12-1 and 5.12-2 would mitigate impacts to low income housing and displaced residents.

### Activity-Specific Mitigation Measures

Implementation of Mitigation Measures 5.12-3 and 5.12-4 would help reduce impacts on surrounding areas from homeless displaced by Ancillary Development Projects.

#### **5.12.5 Significance of Impact After Mitigation**

##### **5.12.5.1 Ballpark Project**

### Loss of Land Zoned for Housing

The elimination of residentially-zoned land which could support up to 2,431 residential units with construction of the Ballpark Project would result in a significant loss of potential housing within the Centre City Redevelopment Plan and Community Plan areas and would interfere with the housing goals of these two plans. No mitigation measures are available to replace the amount of housing which would be lost because the planned residential areas within the Redevelopment Project Area already have maximized the yield of residential units. Thus, no additional residential intensity can be accommodated to make up for the loss of housing with the Proposed Activities. While some housing may occur within the Ancillary Development Projects, not achieving the full amount of housing displaced by the Ballpark Project would conflict with the MOU goals for Ancillary Development Projects to provide sufficient transit occupancy tax and tax-increment revenues to help fund the Ballpark Project. Therefore, the housing impact of the Ballpark Project is considered significant and unmitigated.

### Displacement of Existing Residences

The Ballpark Project would have a significant impact on 27 existing residential units. Relocation assistance provided in accordance with Mitigation Measure 5.12-2 would offset impacts on existing residents. Therefore, the impact would be reduced to below a level of significance.



### Homeless Impact on Surrounding Areas

The proposed Ballpark Project would displace homeless persons who are currently using the area for unauthorized shelter at night as well as a place to spend daylight hours. The loss of the Ballpark Project Area for these activities would cause these people to seek unauthorized shelter in surrounding areas. Intrusion of the homeless would have a significant impact on these areas. Mitigation Measure 5.12-3 would establish an advisory committee to monitor and provide recommendations on how to respond to homeless impacts on the surrounding community. In addition, the services provided by the Homeless Outreach Team would be expanded in areas affected by homeless which are displaced by the Ballpark Project (Mitigation Measure 5.12-4). However, there is no means to determine if implementation of the committee's recommendations or actions taken by the Homeless Outreach Team would be effective or feasible. Thus, impacts of displaced homeless on surrounding areas is considered significant and unmitigated.

#### **5.12.5.2 Ancillary Development Projects**

##### Housing

As with the Ballpark Project, the Ancillary Development Projects would significantly impact housing by eliminating residentially-zoned land with the potential for up to 1,340 units. While the Ancillary Development Projects are likely to include a residential component, as stated earlier, it is unlikely that the new housing would represent a substantial number of units. As no mitigation is available, the impact of the Ancillary Development Projects on housing would be significant and unmitigated.

##### Displacement of Existing Residences

The Ancillary Development Projects would have a significant impact on 14 existing residential units. Relocation assistance provided in accordance with Mitigation Measure 5.12-2 would offset impacts on existing residents. Therefore, the impact would be reduced to below a level of significance.

##### Impact on Homeless

The potential loss the San Diego Rescue Mission, including the 200 beds and other services offered by the facility, would have a significant impact on social services facilities for the homeless. However, relocation assistance provided through Mitigation Measure 5.12-2 would provide the assistance and funds necessary to relocate this operation and reduce the impact on the homeless to below a level of significance.

### Homeless Impact on Surrounding Areas

As with the Ballpark Project, the proposed Ancillary Development Projects would displace a number of homeless persons. The advisory committee established by Mitigation Measures 5.12-3 and expansion of the Homeless Outreach Team (Mitigation Measure 5.12-4) would help

reduce impacts of the displaced homeless on surrounding areas. However, the overall effectiveness of the advisory group and Homeless Outreach Team is unknown. Consequently, potential impacts of displaced homeless on surrounding areas would be considered significant and unmitigated.

### **5.12.5.3 Plan Amendments**

#### Housing

As the Plan Amendments would allow the reduction in residentially-zoned land which would occur from the Ballpark and Ancillary Development Projects, the Plan Amendments would have a significant impact on housing within the Redevelopment Project Area. Furthermore, as no mitigation measures are available, the impact would be significant and unmitigated.

### **5.12.6 Relationship To The MEIR**

The MEIR concludes that implementation of the Redevelopment Project would have potential significant impacts on minority and disadvantaged population groups and businesses as a result of residential and business displacement, including displacement of low-moderate priced rental housing. The SEIR identifies new significant population/housing impacts related to the loss of residentially-zoned land and potential housing within the Redevelopment Project Area and homeless impacts on surrounding areas.

The MEIR concludes that potential significant impacts of the Redevelopment Project related to residential/business displacement would be reduced to below a level of significance. This would be achieved through MEIR Mitigation Measures A.2 and A.3 which require that any low to moderate housing removed be replaced and that a relocation program be implemented. As no impacts were identified in the MEIR related to the loss of potential housing or impacts of displaced homeless on surrounding areas, no MEIR mitigation measures exist for these impacts. Mitigation is proposed in the SEIR (Mitigation Measure 5.12-3 and 5.12-4); however, the effectiveness of these measures in reducing impacts of homeless displacement on surrounding areas to below a level of significance cannot be determined. Consequently, the impacts of the overall Redevelopment Project on population/housing would not be mitigated to below a level of significance with the addition of the Ballpark and Ancillary Development Projects.

Thus, the conclusions of the MEIR Findings must be revised to conclude that the overall Redevelopment Project would have significant and not mitigated impacts on population/housing.

## 5.13 HAZARDOUS MATERIALS

The following discussion summarizes the Phase I Environmental Site Assessment Master Report (Volume 1) for a 34-block study area which encompassed the Primary Plan Amendment Area (Environmental Business Solutions (EBS), 1998). The Master Report summarizes the overall results of the Phase I Environmental Assessment work and is included in Appendix I of the technical appendices. The Master Report is Volume 1 of a 35-volume study; one volume for each of 34 city blocks evaluated. These volumes are available for inspection incorporated by reference herein and available for public viewing at CCDC Administrative offices.

In addition to the Master Report, a Master Workplan, dated July 30, 1999, has been prepared to provide guidance on the procedures to be followed in conducting remediation activities within the area of the Proposed Activities. The Master Workplan is also incorporated by reference and available at CCDC. The Master Workplan identifies a detailed procedure for assessment, delineation, and remediation of hazardous materials located within the Proposed Activities Area. The Master Workplan also identifies cleanup criteria for certain of the critical compounds of concern, and assesses impacts from these compounds in a manner satisfactory to San Diego County Department of Environmental Health's requirements that health risk incidents be reduced to a level of equal or below one-in-one million. In addition, the Master Workplan incorporates a Community Health & Safety Plan that identifies personnel and procedures necessary to address the potential community impacts expected to occur as the result of remediation activities within the Proposed Activities Area.

The environmental assessment work included a comprehensive review of available records and a visual survey of the exterior areas within the Ballpark and Ancillary Development Projects Area and is intended to provide information on the likelihood of releases of hazardous materials within the Ballpark and Ancillary Development Projects Area. The perimeter of each block in the Ballpark and Ancillary Development Projects Area and other accessible portions of blocks were observed during site reconnaissance. However, inspection of individual properties within each block and interviews with property owners or tenants were not conducted. All observations were made from sidewalks, public parking lots, or rights-of-way. Property-specific Phase I site reconnaissances would be required to further access current hazardous material sources.

The literature research effort included a review of United States Geological Survey (USGS) topographic and geologic maps to assess topographic and geologic conditions across the Ballpark and Ancillary Development Projects Area. Groundwater data, including depth and flow direction compiled from the San Diego County Department of Environmental Health Hazardous Materials Management Division (HMMD) files. Additionally, local, state, and federal databases and records for the Ballpark and Ancillary Development Projects Area were reviewed for: permitted and leaking underground storage tanks (USTs); hazardous materials storage and waste generation; landfills; state and federal superfund sites; pre-cursor superfund sites (CAL-Sites and CERCLIS listings); and hazardous waste and substance sites (HWSSL). A list of polluted wells identified pursuant to Assembly Bill 1803 was reviewed for such wells within one (1) mile of the

Ballpark and Ancillary Development Projects Area, and records of the California Division of Oil and Gas were reviewed for oil and gas well locations within one (1) mile of the site.

Readily available information from various sources was used to assess the historical uses of each block. Information from the following sources was reviewed: City of San Diego Building Department records; City of San Diego Fire Department records; historical Haines CrissCross and Polk's reverse directories; historical Sanborn Fire Insurance Maps; historical aerial and land photographs from the San Diego Historical Society; San Diego HMMD files; and the site reconnaissance.

### **5.13.1 Existing Conditions**

#### **5.13.1.1 Background**

Development of the Centre City East District began in the late 1880s. Separation from the waterfront and proximity to the established business district resulted in development of this area in the early years as a blend of commercial, industrial, and residential land uses. Businesses operating in the Ballpark and Ancillary Development Projects Area before 1900 include Standard Iron Works located at Seventh Avenue and L Street, and the Silver Gate Flour Mill at Eighth and Imperial Avenues. In 1881, the San Diego Gas Company built a manufactured gas plant on Ninth Avenue, between Imperial Avenue and Commercial Street. This business became the San Diego Gas and Electric (SDG&E) Company. Large aboveground storage tanks (ASTs) for manufactured gas were present on the property in 1906; additional tanks were built by 1921, replacing several earlier tanks. These ASTs were primarily used to store manufactured gas at SDG&E's Manufactured Gas Plant, located on the blocks bounded by Imperial, Commercial, Ninth and Eleventh Avenues. The largest AST, with a 6,000,000 cubic foot capacity, was built after 1921. By 1960, six city blocks and at least seven parcels on three other blocks were devoted to SDG&E operations. All of the ASTs have since been removed and several AST sites have been converted to use as parking lots.

A residential area formed along the northern and eastern portion of the Centre City East District to house those working in the area; however, numerous changes in land use took place between the 1920s and the early 1960s. Few dwellings remained in the area closest to the bay and existing warehouses held steel, iron, and metal products as well as providing ice and cold storage facilities. The following list includes some of the representative businesses present in the Centre City East District between 1921 and 1962 (ERCE, 1992b).

San Diego Gas & Electric	Iron Works	Oil Company
Metal Scrap Yard	Crab and Lobster Company	Tractor Sales
Junk Yard	Auto Repair Shop	Truck Transfer Facility

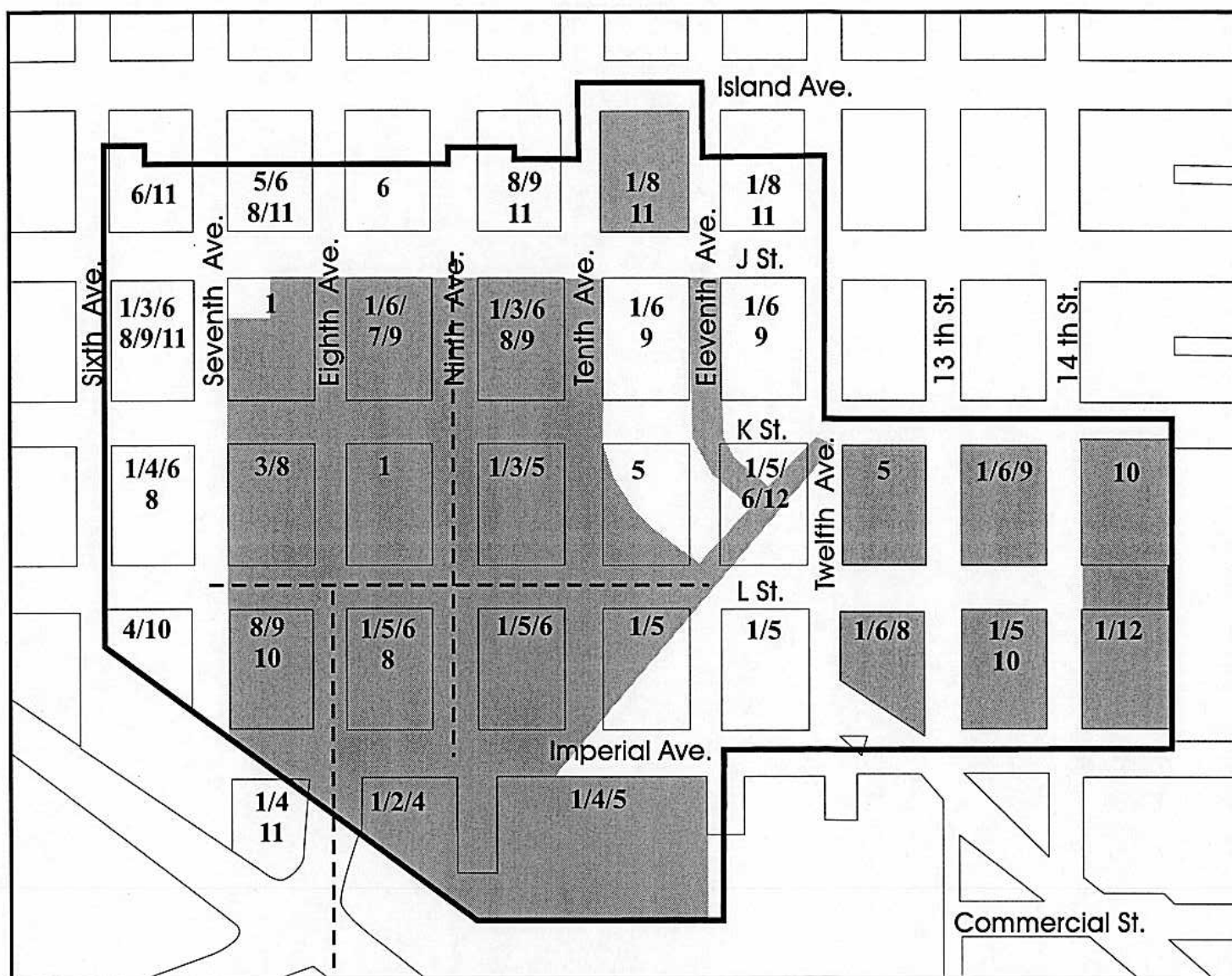
Although industrial-oriented sites have been located throughout the Centre City East District, the southern portion of the District continues to be used for industrial purposes. While the rest of the District retains a residential component, and continues to support numerous warehouses, transit

hubs, and small industrial sites. Figure 5.13-1, illustrates the location of the sites known to contain and/or use hazardous materials.

#### 5.13.1.2 Potential Hazardous Materials Sources

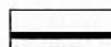

Reviews of local, state, and federal lists and historic land uses in the Ballpark and Ancillary Development Projects Area indicate that there have been at least 72 underground tanks (USTs) and at least 16 known releases of hazardous materials/wastes or petroleum products. The types of hazardous materials/wastes and petroleum products known to have been, or suspected to have been, released to the subsurface or to be present in building materials in the Ballpark and Ancillary Development Projects Area include, but are not limited to:

- Oils
  - Motor Oil
  - Waste Oil
  - Hydraulic Oil
  - Machine Oil
- Fuels
  - Fuel Oil
  - Kerosene
  - Gasoline (including volatile organic compounds [VOCs])
    - Benzene
    - Toluene
    - Ethylbenzene
    - Xylenes
    - Methyl-tertiary-butyl-ether (MTBE)
  - Diesel Fuel (including polynuclear aromatic hydrocarbons [PAHs or PNAs])
    - Benzo(a)pyrene
    - Naphthalene
- Solvents
  - Stoddard Solvent
  - Mineral Spirits
  - Perchloroethylene (PCE)
  - Trichloroethylene (TCE)
  - Trichloroethane (TCA)
- Metals
  - Copper
  - Lead
  - Zinc
  - Cadmium
  - Mercury



#### LEGEND

- |                                    |   |
|------------------------------------|---|
| 1. Underground Storage Tanks       | 7. Dry Cleaning Facilities                                  |
| 2. Fuel Pipelines - - - - -        | 8. Metal Working & Foundry Facilities                       |
| 3. Hazardous Waste Generators      | 9. Manufacturing & Machining Facilities                     |
| 4. Burn Ash Fill                   | 10. Lumber Milling & Wood Products Manufacturing Facilities |
| 5. Gas & Electric Operations       | 11. Emergency Response Notification of Spills               |
| 6. Motor Vehicle Repair Facilities | 12. Bus Yard  |

- |   |  |
|---|--|
|  | Ballpark and Ancillary Development Projects Area |
|  | Ballpark Project Area                            |



Approximate Scale  
1 inch = 290 feet

Source: Environmental Business Solutions, 1998

Potential Hazardous Materials Sites in Project Vicinity\_\_\_\_\_ Figure 5.13-1

- Other
  - Burn Ash
  - Coal Tar
  - Residual products from coal gasification
  - Creosote
  - Polychlorinated Biphenyls (PCB)
- Building Materials
  - Asbestos-containing materials
  - Lead-based paint

Potential sources for these materials are described below. The approximate location of these sources are illustrated on Figure 5.13-1. Buildings potentially containing asbestos or lead are not identified because no interior inspections were conducted as part of the environmental assessment included in Appendix I.

#### Underground Storage Tanks (USTs)

Within the Ballpark and Ancillary Development Projects Area, there have been at least 72 known underground tanks. The number of underground storage tanks is likely to be higher, based on historic uses of some sites.

Historical and regulatory records reviewed indicated that USTs have been and are present at the site at facilities such as historic and/or current gasoline service stations, distribution facilities (i.e., dairy plants, dry cleaners, and wholesale produce facilities), various facilities with boilers, and motor vehicle repair facilities. Potential contaminants of concern include gasoline, diesel fuel, motor oil, lubricating oils, fuel oil, kerosene, Stoddard solvent, and waste oil (which may include metals and solvents). Based on statistics released by SAM, approximately 50 percent of all facilities that had USTs removed reported unauthorized releases. This includes both fuel and waste oil USTs. Therefore, if USTs are or had been present on a property, there is a moderate likelihood that an unauthorized release of hazardous materials/waste or petroleum products has occurred and resulted in the presence of a recognized environmental condition at the facility.

Of the known underground tanks in the Ballpark and Ancillary Development Projects Area, excluding the SDG&E properties, there have been at least ten known leaking underground storage tank (LUST) cases. All but one of the cases have been closed by the San Diego County Department of Environmental Health. The locations and details regarding these cases can be found in the Master Report and associated block reports.

The groundwater underlying the Ballpark and Ancillary Development Projects Area has been designated by the State of California, Regional Water Quality Control Board (RWQCB) for the San Diego Region (Region 9), as a non-beneficial groundwater use area. Contamination of groundwater in the Ballpark Project Area, if any, is therefore less likely to be a significant environmental impact.

### Fuel Pipelines

Fuel oil pipelines have been laid in the various street rights-of-ways by SDG&E, Union Oil Company, and Unocal Corporation. The SDG&E fuel oil pipelines, within the Ballpark and Ancillary Development Projects Area, travel along Ninth Avenue between J Street and Imperial Avenue, on Eighth Street between L Street, and the railroad right-of-way, on L Street between Seventh and Eleventh Avenues. The Union Oil Company fuel oil pipelines travel along L street between Seventh and Eleventh Avenues, and along the railroad right-of-way between Seventh and Ninth Avenues. The Unocal Corporation fuel oil pipeline is indicated to be in the right-of-way at the intersection of Imperial and Ninth Avenues. The historic content of these pipelines is not specifically known. It is assumed that most of the pipelines were used for fuel oil, although the possibility exists that other petroleum products such as bunker "C" and crude oil may have been delivered through these pipelines. While it is suspected that all of these pipelines are no longer in service, there was no information readily available to support the assumption. Although only one release was recorded (the intersection of Ninth and Imperial Avenues), there is a high likelihood that there have been releases of petroleum hydrocarbons to the subsurface from these pipelines which have resulted in the presence of recognized environmental conditions.

### Hazardous Waste Generators

The Resource Conservation and Recovery Information System - Hazardous Waste Generators (RCRIS-G/GNRTR) database lists facilities that generate, store, and/or transport hazardous waste. A RCRA small-quantity generator is a facility that generates at least 100 kilograms (kg) per month but less than 1,000 kg per month of non-acutely hazardous waste. A RCRA large-quantity generator is a facility that generates at least 1,000 kg per month of non-acutely hazardous waste or 1 kg per month of acutely hazardous waste.

Within the Ballpark and Ancillary Development Projects Area, there are four RCRIS-G/GNRTR sites, three small generators and one large generator. Two of the small generators are located on the two blocks bounded by J and L Streets between Ninth and Tenth Avenues. The other one is located on the block bounded by J and K Streets between Sixth and Seventh Avenues. The large generator is located on the block bounded by K and L Streets between Seventh and Eighth Avenues.

### Burn Ash Fill

At the turn of the century, the City began incinerating its garbage and rubbish on tidelands at the foot of Eighth Avenue. The incineration operations could not handle the amount of garbage and rubbish produced by the growing City. Substantial amounts of garbage and rubbish accumulated on the tidelands adjacent to the incinerators and was openly burned. Much of the organic garbage was hauled off to privately owned livestock farms to be fed to hogs, while excess rubbish and animal carcasses accumulated on tidelands adjacent to the incinerator facility. The City began disposing the accumulated rubbish directly into the Bay until the City was forced to



stop, because dumping rubbish directly into the Bay was illegal. The City contracted with an individual who burned rubbish on tidelands adjacent to the incinerator. Airborne ashes and partially-incinerated debris from the tidelands dump were found as far away as Market and 32nd Streets. Burning of rubbish and garbage on tidelands continued through the 1940s and early 1950s until the City opened a 450-acre public sanitary fill site in Miramar, next to the U.S. Naval Air Station on December 7, 1959 (SDUPD, 1995).

Various assessments have been conducted for the Convention Center Expansion Project and various developments along Harbor Drive. Based on RWQCB files and historic photographs, it appears that the burn ash-impacted land extends to at least the eastern side of the railroad right-of-way and as far east as Tenth and Eleventh Avenues; however, the eastern extent of the burn ash has not been assessed. Because of the reported use of burn ash and waste as fill material, it is likely that a large portion of the burn ash is present up to the original shore of San Diego Bay. As indicated in historic photographs, the original shoreline of San Diego Bay extended past the eastern side of the railroad tracks in some areas. The Sanborn Fire Insurance Maps dated 1887, 1888, and 1906 indicate that San Diego Bay extended to the intersection of Commercial Street and Eighth Avenue (CCDC, 1998f).

Based on the information above, it is possible that four blocks within the Ballpark Project Area may potentially contain burn ash fill. These blocks include: the one block bounded by L Street and Imperial Avenue between Sixth and Seventh Avenues; and the two blocks bounded by Imperial and the railroad right-of-way between Seventh and Ninth Avenues. Additionally, there is the potential for small localized (i.e., from "backyard" incinerators) burn dumps to have been present throughout the Ballpark and Ancillary Development Projects Area. Contaminants of concern that have been detected in burn ash include polynuclear aromatic hydrocarbons (PNAs or PAHs), total petroleum hydrocarbons (TPH), total recoverable petroleum hydrocarbons (TRPH), benzene, toluene, ethylbenzene, xylene (BTEX), dioxins, furans and certain metals (e.g., copper, lead, zinc, mercury, and cadmium).

### Gas and Electric Operations

Six full blocks and portions of three other blocks owned by SDG&E are located within the Ballpark Project Area. Studies indicate that the groundwater under the two partial blocks bound by K and L Streets between Ninth and Eleventh Avenues has been contaminated by toluene and PNAs; there is no known soil contamination. The block bounded by K and L Streets between Twelfth Avenue and 13th Street, as well as the partial block bounded by K and L Streets between Eleventh and Twelfth Avenues are not contaminated. For the block bounded by L and Imperial Avenues between Ninth and Tenth Avenues, contaminants in the groundwater and soil include total petroleum hydrocarbons -gasoline (TPHg), total petroleum hydrocarbons - diesel (TPHd), benzene, ethylbenzene, xylenes. The groundwater also includes the volatile organic compound toluene, and the soil also contains the semi-volatile organic compound benzo(a)pyrene. For the block bounded by L Street and Imperial Avenue between Tenth and Eleventh Avenues, contaminants in the groundwater and soil include benzene(a)pyrene and other PNAs. The groundwater also contains toluene and the soil also contains TRPH. For the block

bounded by L Street and Imperial Avenue between Eleventh and Twelfth Avenues, both the groundwater and soil contain benzo(a)pyrene and other PNAs as well as TPH in the gasoline range (TPHg). The soil in this block also contains TRPH and TPH in the diesel range (TPHd), while the groundwater also contains benzene and toluene. For the two blocks bounded by Imperial Avenue and Commercial Street between Ninth and Eleventh Avenues, contaminants in both the soil and the groundwater include the volatile organic compounds benzene, toluene, ethylbenzene, xylenes, PCE, and TCA, as well as benzo(a)pyrene and other PNAs. The soil also contains TRPH, TPHg, TPHd, heavy oil, and other volatile organic compounds.

#### Motor Vehicle Repair Facilities and Junk Yards

Potential contaminants of concern associated with the operation of motor vehicle repair facilities and junk yards include various oils, fuels, metals, and solvents. There is a moderate-to-high likelihood that a recognized environmental condition exists at these types of facility, but the likelihood varies according to the types and quantities of hazardous materials/wastes used, stored, or generated; the length of time used; the time period of use; the state of practice at that time; and the housekeeping practices at a particular facility. Those facilities that are or were conducting autobody repair or spray painting are even more likely to have a recognized environmental condition due to the increased use of solvents and paint thinners.

Inground hydraulic lifts and wastewater sumps/clarifiers are often associated with motor vehicle repair facilities. Potential contaminants of concern from these features include hydraulic oil, various lubricating oils, grease, metals, solvents, and polychlorinated biphenyls (PCBs). Inground hydraulic lifts and wastewater sumps/clarifiers are likely to be a source of release of hazardous or potentially hazardous materials/wastes and/or petroleum products to the subsurface. Therefore, if inground hydraulic lifts and/or sumps/clarifiers are or were present at a property, there is a moderate-to-high likelihood that a recognized environmental condition exists at the property.

#### Dry Cleaning Facilities

Generally, dry cleaning facilities have used perchloroethylene (PCE), trichloroethylene, or Stoddard solvent as cleaning agents. Facilities that used Stoddard solvent would likely have had a UST for solvent storage; therefore, there is a moderate likelihood that an unauthorized release has occurred. These solvents have the potential to impact the subsurface as a vapor or in the liquid phase, and have the ability to reach the subsurface through cracks and joints in concrete slabs or through sewer lines. There is a moderate-to-high likelihood that a recognized environmental condition exists at past and current dry cleaning facilities.

#### Metal Working and Foundry Facilities

Historic (e.g., turn-of-the-century) metal working and foundry facilities may have had earthen floors (as indicated on Sanborn Fire Insurance Maps) which could allow the infiltration of metals into the soil with the potential to create metal concentrations in the soil high enough to cause the soil to be classified as hazardous waste if excavated. Additionally, solvents and fuels may have

been used at such facilities. Due to the wide variety of historic metal working activities and facilities, the likelihood of an environmental condition existing at such facilities requires additional information on a site-by-site basis.

### Manufacturing and Machining Facilities

Numerous historic and current manufacturing/machining facilities were observed in the Ballpark and Ancillary Development Projects Area. Potential contaminants of concern for manufacturing/machining facilities are dependent upon the type of manufacturing/machining, but may include solvents, cutting and fuel oils, refrigerants, and possibly metals. For those manufacturing/machining facilities currently present, a facility reconnaissance is required to assess that a likelihood of a recognized environmental condition exists at the property. For those properties with historic manufacturing/machining facilities, additional information is required.

### Lumber Milling and Wood Products Manufacturing Facilities

Wood working facilities were reported to have historically been present at several blocks throughout the Ballpark and Ancillary Development Projects Area. Potential contaminants of concern include solvents, paints (metals), varnishes, stains, creosote, and fuel oils for boilers and generators. The likelihood of a recognized environmental condition existing as a result of the historic activities at such facilities cannot be assessed without additional information.

### Emergency Response Notification of Spills (ERNS)

Within the Ballpark and Ancillary Development Projects Area, six ERNS were recorded. The first took place on the block bounded by Imperial Avenue and the railroad right-of-way between Seventh and Eighth Avenues. The release was of anhydrous ammonia to the air. The second took place at the intersection of 14th and L Streets. Approximately 500 gallons of oil/water were released to the land and facility, and was reported to have affected San Diego Bay. The others took place on the block bounded by Island and J Streets between Ninth and Tenth Avenues, between Seventh and Eighth Avenues, and between Sixth and Seventh Avenues, and the block bounded J and K Streets between Sixth and Seventh Avenues. The spills consisted of two gallons of perchloroethylene on an asphalt parking lot, an undesignated amount of petroleum solvent #1200, ten gallons of waste/motor oil/solvent mix, and a 250-gallon diesel spill. Based on available information, there is a low likelihood that these releases would have caused a recognized environmental condition on their respective sites.

### Bus Yard

There is a high-to-moderate likelihood that the releases reported at the Metropolitan Transit District Board (MTDB) facility on the blocks bounded by K Street and Imperial Avenue between 14th and 15th Streets have migrated off the site and have impacted the subsurface at the two blocks bounded by K Street and Imperial Avenue between 14th and 15th Streets.

## Buildings

Many of the older buildings in the Ballpark and Ancillary Development Projects Area may have both friable and/or non-friable asbestos-containing building materials (ACBM). The use of ACBM was an accepted and often required practice in building construction until the mid 1970s, and has been found in buildings constructed as recently as the mid-1980s. Asbestos has been used for insulation, for fireproofing, and in such materials as floor tile, roof shingles and tar, and acoustical ceiling tile and surfacing materials. A variety of types of buildings may contain asbestos, such as single-family residential buildings, apartments and hotels, outdoor recreational buildings, stores, warehouses, factories, hospitals, and schools.

Many of the older buildings are likely to have lead-based paint.

### **5.13.1.3 Regulatory Background**

Hazardous materials handling and hazardous waste management are the subject of many laws and regulations. A brief summary of the primary regulations follows.

#### Worker Safety

Occupational safety standards are defined in federal and state laws to minimize safety risks to workers from chemical hazards. The California Division of Occupational Safety and Health Administration (Cal-OSHA) and the federal Occupational Safety and Health Administration (OSHA) are primarily responsible for enforcing these standards. A Site Health and Safety Plan for the workers within the “exclusion zone” is required pursuant to the regulations in 29 Code of Regulations (CFR) Part 1910.120, and Title 8 California Code of Regulations, Section 5192 (et. seq.).

#### Hazardous Waste Handling

The California Environmental Protection Agency (Cal-EPA) Department of Toxic Substances Control (DTSC) regulates the generation, transportation, treatment, storage and disposal of hazardous waste under the federal Resource Conservation and Recovery Act (RCRA) and the California Hazardous Waste Control Law. Both laws impose regulatory systems for handling hazardous wastes including requiring that wastes be disposed of in licensed facilities. Permits are required by DTSC for all hazardous waste treatment or long-term storage (over 90 days) and disposal activities.

In San Diego, remediation and clean up of most contaminated sites is performed under the supervision of the County of San Diego Department of Environmental Health (DEH). Various state agencies can also supervise these activities, but DEH will be the coordinating agency in the area. The DEH approves remediation activities aimed at eliminating health risks posed by contaminated sites. Implementation of approved remediation must occur before construction activities may proceed.

### Hazardous Materials Transportation

Transportation of hazardous materials is regulated by the federal Department of Transportation if the materials are transported inter-state. Intra-state transportation is regulated by the California Highway Patrol and California Department of Transportation. Together, these agencies determine the container types to be used and license hazardous waste haulers.

### Hazardous Building Materials

Federal and state laws regulate handling of building materials which contain hazardous materials (e.g., asbestos and lead-based paint). Asbestos-containing materials are regulated as a hazardous air pollutant under the Clean Air Act, and by Cal-OSHA. These regulations limit emissions of asbestos from manufacturing, demolition or construction activities. They require monitoring of employee health conditions. Specific precautions and work practices are required for activities involving asbestos. The federal Environmental Protection Agency and Cal-OSHA are primarily responsible for enforcing asbestos regulations.

Both OSHA and Cal-OSHA enforce regulations for handling building materials which contain lead-based paint to assure that exposure does not exceed specific standards established by state and federal regulations.

#### **5.13.2     Significance Criteria**

For purposes of this SEIR, impacts to public safety would be significant if the Proposed Activities would:

- Expose persons to soil or groundwater contaminants levels which exceed State or Federal standards, and/or
- Involve the use, production, or disposal of materials which could pose a substantial health hazard to persons.

#### **5.13.3     Environmental Impacts**

##### Potential Health Risks

Hazardous materials which occur within the Ballpark Project Area pose significant public health and safety risks during construction or long-term use of the proposed development if they occur in concentrations which exceed state and/or federal standards. Exposure to hazardous materials can occur through contact with contaminated soil or groundwater through ingestion, skin contact or the inhalation of vapors or dust.

During construction, workers may come in contact with hazardous or potentially hazardous materials during demolition of buildings or excavation activities. Exposure to persons other than construction workers would be minimized by the exclusion of non-authorized personnel areas

determined to contain hazardous or potentially hazardous materials from the construction zone. Demolition of buildings may expose workers to asbestos and lead paint as well as chemicals stored in or leaking from underground storage tanks. Inhalation of friable asbestos fibers can cause lung cancer and asbestosis. Similarly, inhalation of lead-containing dust may cause acute or chronic toxicity.

Excavation would disturb soils and possibly cause contaminants to become airborne. Excavation below the groundwater table or dewatering could also bring construction workers in contact with contaminants. As mentioned earlier, exposure may occur from skin contact, ingestion or inhalation.

The types of hazardous materials occurring within the Ballpark and Ancillary Development Projects Area are not likely to occur in sufficient concentrations to represent significant carcinogenic or non-carcinogenic risks to construction workers. The potential does exist that construction workers could encounter hazardous materials which were not identified during the Phase I Environmental Assessment conducted for the Ballpark and Ancillary Development Projects. Contents of buried drums and underground storage tanks are of particular concern. However, property-specific Phase II Environmental Assessments required prior to development would identify areas most likely to contain such materials prior to construction, enabling appropriate actions to be taken to control exposure risk.

As discussed below, the first phase of construction would involve carrying out remedial measures necessary to remove or clean contaminated buildings, soil or groundwater, as necessary. As with excavation, remedial measures which disturb contaminated buildings, soils or groundwater have the potential to expose construction workers to hazardous material via contact, ingestion or inhalation. Additionally, trucks transporting materials offsite could potentially impact residents, employees, and motor vehicle operators on the route traveled. All remediation activities are anticipated to take place prior to construction; however, it is possible that additional contamination may be encountered during construction.

Although it is not likely, it is possible that after construction is complete, residual soil and groundwater contaminants could pose a health and safety risks to baseball fans, visitors and employees associated with the Park at the Park and Retail at the Park, and residents within the Retail at the Park. The risk of exposure would be greatly reduced as the chances of encountering groundwater would be low and the majority of the soil would be covered by structures or pavement.

In addition to risks posed by pre-existing hazardous materials, potential risks are associated with proposed development. Herbicides, fertilizers and maintenance equipment servicing as well as other materials associated with the proposed ballpark operation have the potential to pose a health risk if not properly managed. Similarly, proposed retail, office and hotel uses may also involve the use or storage of materials which may be considered hazardous if not properly managed.

### Applicable Rules, Regulations and Remedial Measures

The potential health risks during and after construction would be reduced through the mandatory controls imposed by the State and Federal regulations discussed earlier. In accordance with these laws and regulations, all hazardous materials/wastes and petroleum products will have to be removed and remediated, prior to, or during, construction, to the standards set by the various federal, state, and local regulations. The type and extent of the remediation activities would be tailored to the individual properties based on the amount of hazardous materials/wastes and petroleum products identified by subsequent site-specific Phase I and II Environmental Assessments, and the planned land uses to be constructed on the site.

Although specific remediation activities have not been determined for the Ballpark and Ancillary Development Projects Area, proven soil remediation technologies are described in the following paragraphs. Not all remediation activities would be conducted at all sites. Both soils containing no measurable contaminants and soils containing contaminants at concentrations below the remediation goals and not classified as hazardous by Title 22 of the California Code of Regulations may be used as backfill in the Ballpark and Ancillary Development Projects Area.

- No Action

Based on the nature, concentration, and distribution of the contaminant, distance to potential receptors (including groundwater and San Diego Bay), and the intended site land use, the DEH may not require any soil or groundwater remediation activities to occur.

- Soil Remediation

If the contaminants in soil are judged to pose a potential unacceptable risk to human health or the environment, the DEH will likely require remedial activities to take place to reduce the potential risk. Typically, the soil is remediated either in place (*in-situ*), or after it has been excavated (*ex situ*). The following is a summary of the methods that may be used to treat soil in the Ballpark and Ancillary Development Projects Area.

- *In situ* Methods

In many cases, it is possible to remediate soil without having to excavate the soil. Although there are several *in situ* methods available, the two most common ones are vapor extraction and air sparging.

- Natural Attenuation

This method allows contaminated soils or groundwater to remain in place when the DEH concurs that a contaminant plume is stable (e.g., not migrating) and the concentrations of the contaminant have been shown to be decreasing over time. In most cases, the method is used for residual contamination remaining in the subsurface

after other types of remediation activities have been performed to remove the source of contamination, and usually requires long periods of monitoring activities to establish the stability and decreasing trends of the contaminant plume. This method is typically used for fuels, oils, and other organic chemicals.

- Vapor Extraction

This method involves the installation of vapor extraction wells which are connected to a vacuum source. Contaminant-laden vapors are removed from the soil and treated prior to being discharged to the atmosphere. Typically, the contaminant-laden vapors are treated using activated carbon or oxidation systems. This method typically works best to treat volatile compounds such as gasoline and solvents in highly permeable soil.

- Air Sparging

Air sparging is typically used in conjunction with vapor extraction. Air sparging involves the injection of compressed air into the soil. The compressed air assists in the biological and chemical degradation of contaminants in the soil. This method typically works best to treat volatile compounds such as gasoline and solvents in highly permeable soil.

- Free Product Removal

The removal of phase-separated product may be accomplished by vapor extraction, as previously discussed, or by either passive or active skimmers, or by hand-bailing. These methods are most effective with light non-aqueous phase liquids (LNAPLs) such as petroleum products (oils, fuels, and petroleum-based solvents such as mineral spirits and Stoddard solvent).

- *Ex situ* Methods

Based on the contaminant type and the permeability of the soil, it may not be possible to treat soil *in situ*. Therefore, the soil is excavated and treated. The excavated soil can then be treated onsite or transported to an offsite treatment facility. If the soil is treated onsite, it can either be used onsite, or disposed at an offsite location.

#### Onsite Treatment Methods

- Vapor Extraction

This method is similar to the vapor extraction previously described, except that it is conducted after the soil is excavated. This method can be used when the permeability of the soil is too low to be feasible to conduct *in situ* vapor



extraction. In this method the soil is excavated and piled onsite. Piping is placed in the soil stockpiles for the vapor extraction. This method typically works best to treat volatile compounds such as gasoline and solvents.

- Bioremediation

This method involves the addition of nutrients, water, oxygen, and possibly bacteria to excavated soil. The nutrients, water, and oxygen will increase the indigenous or added bacteria populations. The bacteria use the selected contaminants as a food source. Bioremediation has been proven successful in treating many contaminants including fuels, oils, and other organic chemicals.

- Fixation

This method involves the addition of chemicals (cement is typically used) to the excavated soil to reduce the potential for the contaminant to be mobile. This method is typically used to treat inorganic compounds such as metals.

- Thermal Desorption

This method involves heating the excavated soil to cause the contaminant to volatilize and migrate from the soil as a vapor. The vapor is then treated, using activated carbon or by a catalytic oxidation unit, and discharged to the atmosphere. This method is typically used to treat organic compounds such as fuels, oils, and solvents. A portable unit is placed adjacent to or on the site where the contaminated soils are being excavated or stockpiled.

#### Offsite Treatment Methods

- Thermal Desorption

Similar to the desorption process described above, this method involves transporting the excavated soil to an offsite facility for treatment. The soil is then transported back to the site for use as backfill or transported elsewhere for use or disposal.

- Incineration

This method involves heating the excavated soil to cause the contaminant to volatilize and oxidize. The exhaust is treated by conventional methods (e.g., air scrubbers, catalytic oxidation units, etc.) prior to being discharged into the atmosphere. This method is typically used to treat organic compounds such as fuels, oils, and solvents.

- **Bioremediation/ Soil Washing**

This process is similar to onsite bioremediation described above except that the excavated soil is transported to an offsite facility where nutrients, water, oxygen, and possibly bacteria are added to the excavated soil. The nutrients, water, and oxygen will increase either the indigenous or added bacteria populations. The bacteria are able to use selected contaminants as a food source. Bioremediation has been proven successful in treating many contaminants including fuels, oils, and other organic chemicals.

### **5.13.3.1 Ballpark Project**

As identified in the Existing Conditions discussion, a number of activities which have occurred within the Ballpark Project Area are, or have the potential to be, associated with hazardous materials which could pose a health and safety risk. Indications of approximately 64 current and/or previous underground storage tanks are known to occur in the area and additional tanks would be likely. Sumps and clarifiers are known to be present on some of the parcels. At least nine of the blocks currently or historically were occupied by motor vehicle repair facilities or junk yards and at least one block in the Ballpark Project Area has a previous dry cleaning facility.

At least three sites within the Ballpark Project Area have current or historic metal working or foundry type uses. Approximately four blocks within the Ballpark Project Area have current or historic manufacturing/machining facilities. Woodworking facilities were reported to have historically been present on at least four blocks within the Ballpark Project Area. All twelve blocks within the Ballpark Project Area contain at least one fuel pipeline. At least three blocks within the Ballpark Project have a moderate-to-high likelihood that the burn ash/landfill waste material is present.

Although interior inspections of buildings were not conducted, a number of the buildings are expected to have friable asbestos and/or lead paint.

### **5.13.3.2 Ancillary Development Projects**

Public health and safety risks associated with exposure to hazardous materials occurring within the Ancillary Development Projects Area would be essentially the same as those associated with the Ballpark Project Area as the same contaminants would be expected to occur.

Within the Ancillary Development Projects Area, five blocks are known to have underground storage tanks, and approximately eight USTs are known to occur. One block is known to have hydraulic lifts and a wastewater clarifier. At least nine blocks currently or historically were occupied by motor vehicle repair facilities or junk yards. At least one block has had a dry cleaning facility. At least two sites have current or historic metal working or foundry type uses.

Approximately two blocks have current or historic manufacturing/machining facilities. Woodworking facilities were reported to have historically been present on at least two blocks

Approximately seven blocks contain at least one fuel pipeline within the right-of-way. At least one block has a moderate-to-high likelihood that the burn ash/landfill waste material is present.

### **5.13.3.3 Plan Amendments**

Redevelopment under either the existing plans or the proposed Plan Amendments would have a similar level of impact associated with hazardous waste release sites, hazardous materials, underground storage tanks, pipelines, asbestos, lead paint, and remediation activities.

### **5.13.4 Mitigation Measures**

Mitigation of potential public safety impacts which may affect future development within the Ballpark and Ancillary Development Projects Area would be assured by implementation of the laws and regulations governing hazardous materials and the remedial measures discussed earlier. Appropriate implementation of these controls would be assured by adherence to the following measures contained in the Mitigation, Monitoring and Reporting Program (MMRP) adopted with the MEIR as well as activity-specific measures identified below.

#### **5.13.4.1 Ballpark Project**

##### **MEIR Mitigation Measures**

***Mitigation Measure 5.13-1:*** Hazardous waste release sites within the Planning Area shall be delineated by the appropriate responsible party and remediated to the satisfaction of the designated lead agency. This may include the preparation of a report such as a Phase I assessment (MMRP J.1).

In addition to Phase I site assessments, Phase II assessments will be performed to confirm and/or assess potentially significant releases and suspected environmental conditions. Further assessment will be performed where it is determined, in consultation with the County DEH, that it is necessary or appropriate.

***Mitigation Measure 5.13-2:*** As required by appropriate governmental authorities, any contaminated or hazardous soil and/or water conditions on the site shall be removed and/or otherwise remedied by the developer if, and as, encountered during construction as provided by law and implementing rules and regulations. Such mitigation may include without limitation the following:

- a) Remove (and dispose of) and/or treat any contaminated soil and/or water and/or building conditions on the Site as necessary to comply with applicable governmental standards and requirements.

- b) Design and construct all improvements on the Site in a manner which will assure protection of occupants and all improvements from any contamination, whether in vapor, particulate, or other form, and/or from the direct and indirect effects thereof.
- c) Prepare a site-safety plan, if required by any governmental entity, and submit it to such authorities for approval in connection with obtaining a building permit for the construction or improvements on the Site. Such site safety plan shall assure workers and other visitors to the Site of protection from any health and safety hazards during development and construction of the improvements. Such site safety plan shall include monitoring and appropriate protective action against vapors and particulates and/or the effect thereof.
- d) Obtain from the County of San Diego and/or California Regional Water Quality Control Board and/or any other authorities required by law any permits or other approvals required in connection with the removal and/or remedy of soil and/or water and/or building contamination, in connection with the development and construction on the Site.

The developer agrees that the Agency, and its consultants and agents, shall have the right (but not the obligation) to enter upon the Site at any time to monitor the excavation and construction on the Site, to test the soils and/or water on the Site, and to take such other actions as may be reasonably necessary (MMRP J.2).

Some contaminated or hazardous soil and/or water conditions on the site may be addressed prior to construction, as in the manner described for mitigation measure 5.13-1. In addition, all significant identified releases of hazardous materials will be remedied to the satisfaction of the County DEH on a voluntary basis, pursuant to Health and Safety Code, Section 25264, whether or not such a remedy is legally required.

Special precautions will be taken during remediation of the SDG&E gas manufacturing site to minimize the escape of offensive odors, and the release of potentially hazardous vapors. Those precautions may include the use of temporary structures and ventilation systems to capture and treat vapors, and/or use of vapor-suppressing sprays or coatings during excavation.

Care will be taken to avoid the creation of nuisance conditions when contaminated soils are stockpiled. Precautions may include the use of coverings, water sprays, or other coatings to minimize dusts, monitoring of site conditions on a frequent basis, and provisions for the community to promptly alert the CCDC to the need for action to correct any potential nuisance condition.

***Mitigation Measure 5.13-3:*** In conformance with applicable requirements, an assessment of the significance of underground storage tanks shall be conducted (MMRP J.3).

First, on a site-specific basis, a review of underground tank information provided in the Hazardous Materials Contamination Technical Report shall be supplemented by a review of permits recorded at the City of San Diego Fire Department and other historic documents of the specific property to identify locations of underground hazardous materials storage structures. In addition, geophysical

methods may be utilized to identify suspected locations of underground hazardous materials storage structures as oftentimes record searches will not indicate their presence.

Second, permits to close (or operate if a tank is to remain in use) shall be obtained by the tank owner or operator. Closure permits for hazardous materials storage structures shall be filed if a tank will no longer be used. Requirements of the closure permit include the pumping and purging of the structure to eliminate all residual hazardous substances, the collection of confirmatory soil samples, and the proper disposal of the storage tank and any associated piping and dispensing equipment. Permits to operate underground hazardous materials storage tanks shall be obtained for those that will remain in operation in the Planning Area. If the tanks do not meet operation and construction requirements such as leak detection monitoring, and corrosion and overfill protection, the existing tanks shall be closed and replaced.

Lastly, remediation of environmental contamination due to underground storage tanks shall be conducted as required by the local oversight agency.

**Mitigation Measure 5.13-4:** In conformance with applicable requirements, a thorough asbestos survey of buildings to be demolished or renovated shall be undertaken on a case-by-case basis as specific development plans are submitted to the Agency (MMRP J.4).

Existing buildings that are to be demolished or renovated shall be thoroughly inspected for the presence of asbestos-containing building materials (ACBM). The inspector must be qualified to identify building materials that may contain asbestos. Samples of suspect building materials must be collected, and submitted to an analytical laboratory that is certified by the State Department of Health Services for asbestos analysis. Results of the inspection shall reveal locations, types, and amounts of friable and non-friable ACBM.

Should the inspection reveal friable and/or non-friable ACBM, proper notification shall be made prior to demolition or renovation activities. Public health may be protected by performing proper abatement of the ACBM prior to building demolition or renovation, altering demolition or renovation techniques to prevent non-friable ACBM from becoming friable, and/or by complying with National Emission Standards for Hazardous Air Pollutants (NESHAPS) procedures for asbestos emission control, and standards for waste disposal.

Only a California Licensed Contractor, certified in asbestos abatement, shall be used for any ACBM removal activities. The abatement project shall be monitored by an independent third party to insure that the work is performed properly and in compliance with all regulatory standards, to insure a safe and healthful environment prior to reoccupancy, and to document all of the abatement activities. Abatement activities shall comply with all federal and state occupational safety and health requirements.

**Mitigation Measure 5.13-5:** Specific measures for potential safety impacts shall be incorporated into the ~~development project~~ design as part of the conditions of approval on an ~~activity project~~.

specific basis. All ~~activities~~~~projects~~ shall comply with existing state and local health and safety regulations (MMRP, Land Use A.1.2).

**Mitigation Measure 5.13-6:** Buildings constructed above any areas of hydrocarbon contamination may require active or passive vapor barriers to prevent migration of toxic and explosive vapors into building foundations (MMRP H.4.3).

#### Activity-Specific Mitigation Measures

**Mitigation Measure 5.13-7:** Special precautions, such as draining, collection, and/or capping, will be taken during the removal of underground petroleum product pipelines to prevent releases of hazardous substances from pipeline sections that are removed or left in place. Precautions, such as the use of safe cutting techniques, will be taken to prevent fires or explosions during pipeline removal.

**Mitigation Measure 5.13-8:** To minimize worker exposure to lead paint residues, loose residues and painted debris will be removed and properly disposed before structures are demolished.

**Mitigation Measure 5.13-9:** All remediation activities shall comply with the Master Workplan dated July 30, 1999.

#### **5.13.4.2 Ancillary Development Projects**

Mitigation ~~m~~Measures 5.13-1 through 5.13-~~98~~ would apply to all Ancillary Development Projects as specific developments are implemented.

#### **5.13.4.3 Plan Amendments**

Impacts associated with the Plan Amendments would be similar to those under the existing Redevelopment Plan. Mitigation Measures 5.13-1 through 5.13-6 adopted with the MEIR as well as Mitigation Measures 5.13-7 and 5.13-~~98~~ would apply to all development under the proposed Plan Amendments.

### **5.13.5 Significance of Impact After Mitigation**

#### **5.13.5.1 Ballpark Project**

Impacts may result from hazardous materials in unsafe concentrations which would pose public health and safety risks during construction and long-term use of the ballpark. These impacts would be mitigated to below a level of significance through implementation of Mitigation Measures 5.13-1 through 5.13-~~89~~. These mitigations would require that existing hazardous materials be delineated and removed, precautions for safe removal of hazardous materials, surveys and remediation for underground storage tanks, asbestos, and other hazards, and the incorporation of specific measures into project design.

### **5.13.5.2 Ancillary Development Projects**

The Ancillary Development Projects could result in the same impacts as the Ballpark Project during construction and long-term use. However, as with the Ballpark Project, implementation of Mitigation Measures 5.13-1 through 5.13-98 would reduce the impacts to below a level of significance.

### **5.13.5.3 Plan Amendments**

Development in accordance with the proposed Plan Amendments could result in similar impacts associated with the proposed Ballpark and Ancillary Development Projects during construction and long-term use. However, as with the Ballpark and Ancillary Development Projects, implementation of Mitigation Measures 5.13-1 through 5.13-98 would reduce the impacts to below a level of significance.

### **5.14.6 Relationship To The MEIR**

The MEIR concludes that implementation of the Redevelopment Project would have potential significant hazardous waste contamination-related impacts due to the presence of hazardous waste release sites, underground storage tanks, and asbestos-containing building materials (ACBM) in the Planning Area and from the use and disposal of hazardous substances by businesses within the Planning Area. The SEIR identifies additional potentially significant health and safety impacts related to exposure of construction workers to lead-based paint and hazardous substances during removal of subsurface fuel lines.

The MEIR concludes that potential significant hazardous materials-related impacts of the Redevelopment Project would be reduced to below a level of significance through implementation of MEIR Mitigation Measures J.1 through J.4, A.1.2 and H.4.3. These mitigation measures require identification, delineation and remediation of hazardous waste in accordance with all applicable governmental regulations, the incorporation of specific measures for potential safety impacts into the project design, and the installation of passive vapor barriers to prevent the migration of toxic and explosive vapors, as necessary. In order to mitigate impacts from lead paint and fuel lines, additional mitigation measures (Mitigation Measures 5.13-7 and 5.13-98) would be required to add additional protection to construction workers.

The approval of the proposed Plan Amendments would not change the MEIR Findings conclusion that potential significant hazardous materials-related impacts would be significant but reduced to below a level of significance. However, additional measures must be added to the MEIR mitigation measures to assure that all potential impacts would be reduced to below a level of significance.

## **5.2 TRANSPORTATION, CIRCULATION, ACCESS, AND PARKING**

### **5.2.1 Existing Conditions**

#### **5.2.1.1 Traffic Circulation**

This section provides a description of the existing roadway system serving the area of the Proposed Activities, and summarizes the analysis of peak hour freeway segment performance, daily arterial roadway segment performance, and peak hour intersection performance. The latter is particularly important because the actual functional capacity of roadway facilities is heavily influenced by the ability of arterial intersections to accommodate peak hour volumes while maintaining acceptable levels of service and low levels of approach delay. The analysis of existing conditions also provides the basis for identifying constraints and opportunities for mitigation of future traffic deficiencies. The following discussion summarizes the results and conclusions of a comprehensive traffic analysis conducted by BRW, Inc. The full traffic study can be found in Appendix B of this SEIR.

#### **Traffic Study Area**

The study area was defined in consultation with City of San Diego traffic engineering staff based on the identification of the probable location of significant activity impacts. In general, the traffic study area was defined by estimating the areas where traffic from the Proposed Activities would represent a substantial percentage of the overall traffic, and therefore could lead to potential traffic impacts related to the Proposed Activities. The traffic study area includes both the downtown and surrounding neighborhoods as focused sub-areas. The downtown sub-area is roughly bounded by I-5 to the north, Front Street to the west, Harbor Drive to the south and I-5 to the east. Analysis of the surrounding neighborhoods was also important given the nature of the Proposed Activities and the potential for both parking and traffic spillover impacts. The surrounding neighborhoods sub-area included the major streets which access the downtown area from and through the adjacent neighborhoods including Sherman Heights, Barrio Logan, Golden Hill and North Park. The analysis focused on operation of the arterial grid network and the major freeway access routes to and from I-5, State Route 94/Martin Luther King, Jr. Freeway (MLK, Jr.) and State Route 163.

#### **Description of Traffic Study Area Roadways**

Regional access to the traffic study area is provided by Interstate 5, State Route 163 and State Route 94 (MLK, Jr.). Interstate 5 is a north/south freeway that serves the coastal cities in north and south San Diego County. State Route 163 is a north/south diagonal freeway running from its southern terminus in downtown San Diego to its northern terminus at Interstate 15 and providing access to Interstate 8, Interstate 805, and Interstate 15 and the northern inland portion of San Diego County. State Route 94 (MLK, Jr.) is an east/west freeway that starts in downtown San Diego

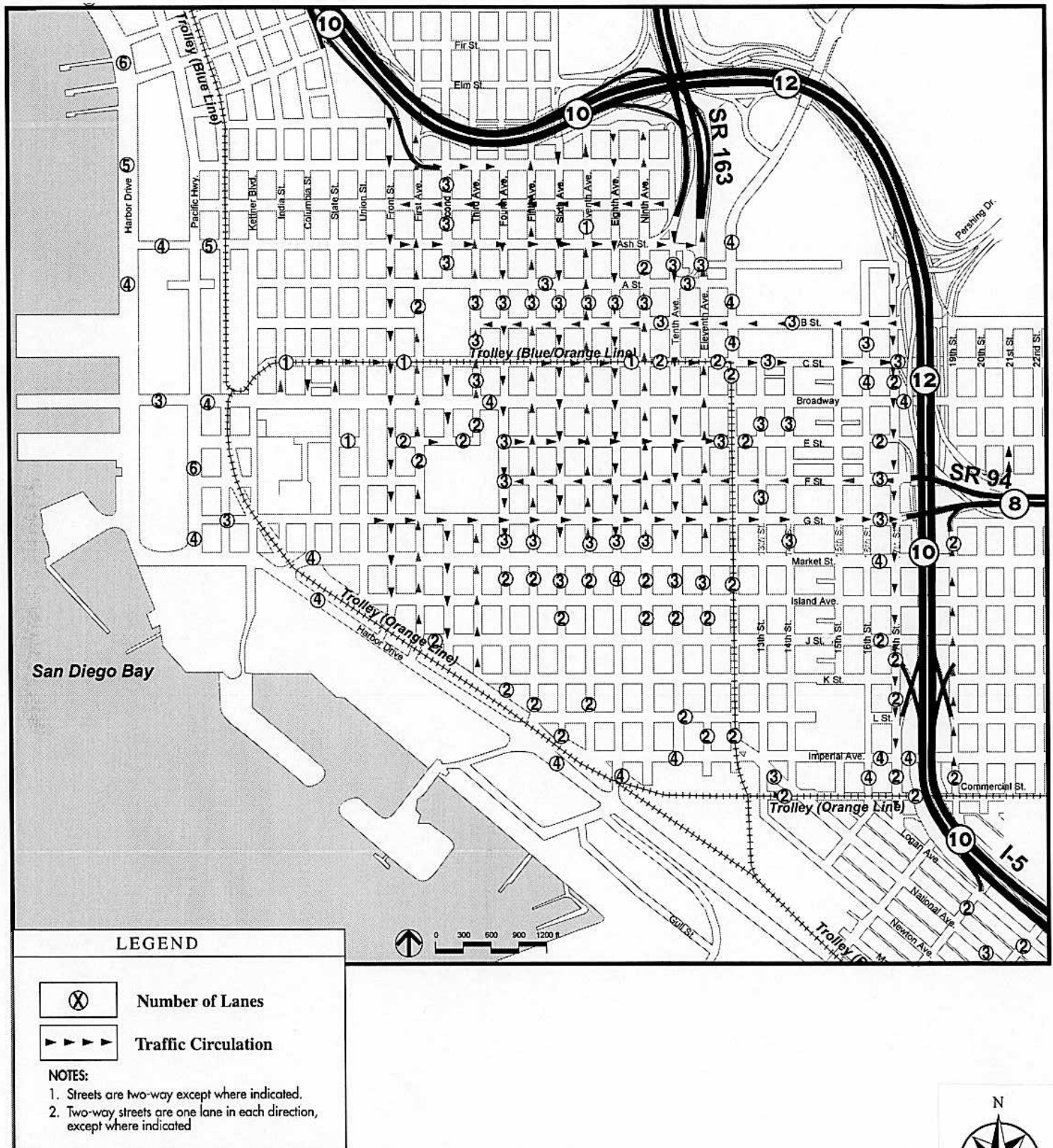


and provides access to the eastern areas of the County and the South Bay inland communities via Interstate 805. The street pattern in the Centre City is basically a grid network with many of the north-south and east-west streets operating in one-way directions. Figure 5.2-1 displays the study area roadway network.

The following provides a more detailed description of the traffic study area roadway system:

### *North-South Streets*

- **Front Street** is one-way southbound from the I-5 to Harbor Drive, has three lanes, and is functionally classified as a Major Arterial Street. It functions as a one-way couplet with First Street.
- **First Avenue** is a one-way northbound from Harbor Drive to I-5, has three lanes, and is functionally classified as a Major Arterial Street. It functions as a one-way couplet with Front Street.
- **Fourth Avenue** is one-way south from Broadway to Market Street, has three lanes, and is functionally classified as a Major Arterial Street. Curbside parking is permitted.
- **Fifth Avenue** is classified as a Major Arterial Street between Market Street and Broadway. It is two-way (one lane in each direction) from Harbor Drive to Market Street and three lanes northbound only north of Market Street. Curbside parking is permitted.
- **Sixth Avenue** is one-way southbound from Broadway to Island Avenue. There are three lanes with curbside parking permitted. It is classified as a Major Arterial Street. South of Island Avenue, Sixth Avenue is a two-way roadway with one lane in each direction.
- **Tenth Avenue** is classified as a Major Arterial Street, which in combination with Eleventh Avenue, forms a two-way couplet connecting to SR-163. It is one-way southbound from A Street to Market Street with three lanes. It is classified as a Collector southbound from Market Street to its intersection with Imperial Avenue, with two lanes and curbside parking.
- **Eleventh Avenue**, the other portion of the SR-163 couplet, is classified as a Major Arterial Street from Market Street to A Street and a Collector Street from Imperial Avenue to Market Street. It is one-way northbound throughout the study area. It has three lanes from Imperial Avenue to A Street with the exception of a two-lane segment from Island Avenue to Commercial Street, with curbside parking permitted.
- **Twelfth Avenue** is classified as a Major Arterial Street from A Street to C Street. South of C Street it is classified as a Collector Street and shares right-of-way with the San Diego Trolley. Between A Street and C Street it is two-way with four travel lanes. Between C Street and E



Source: BRW, Inc., February 1999

Existing Street System Characteristics  
Year 1998 Conditions

Figure 5.2-1

- Street it is one-way northbound with two travel lanes. South of E Street it is a two-way, two-lane roadway, and closed between L Street and Imperial.

### *East-West Streets*

- **A Street** is classified as a Major Arterial Street from Tenth Avenue to Twelfth Avenue. It has three lanes and is one-way eastbound.
- **B Street** has three lanes, is one-way westbound, and is classified as a Major Arterial Street.
- **C Street** is an eastbound Major Arterial Street with two lanes, and shares right-of-way with the Trolley.
- **Broadway** is classified as a Major Arterial Street between North Harbor Drive and 17<sup>th</sup> Street with four lanes, two eastbound and two westbound.
- **E Street** has three lanes and is one-way eastbound. It is classified as a Collector Street from Fourth Avenue to Tenth Avenue and as a Major Arterial Street from Tenth Avenue to 13th Street. E Street provides access to southbound I-5.
- **F Street**, leading west off SR-94, is one-way westbound from 17th Street to Fourth Avenue. It is classified as a Major Arterial Street. It has three lanes and curbside parking is permitted.
- **G Street** is classified as a Major Arterial Street and provides eastbound access to SR-94. It is one-way from Fourth Avenue to 17th Street. It has three lanes and curbside parking is permitted.
- **Market Street** is classified as a Major Arterial Street. It is two-way with two lanes in each direction. Curbside parking is permitted.
- **J Street** is classified as a Collector Street and provides access to southbound I-5. It is two-way with one lane in each direction.
- **Imperial Avenue** is classified as a Major Arterial Street and provides access to northbound I-5. It is two-way with two lanes in each direction, and curbside parking. West of Twelfth Avenue, it is a two-way, two-lane collector.

### *Diagonal Streets*

- **Harbor Drive** is classified as a Major Arterial Street. It currently provides two lanes in each direction between Market Street and Crosby Street. Curbside parking is generally prohibited, and the posted speed limit is 45 mph.

Table 5.2-1 lists existing roadway segment functional classification, number of lanes and existing average daily traffic (ADT) volumes.

**TABLE 5.2-1**  
**Existing Year 1998**  
**Roadway Segment Average Daily Traffic Volumes (ADT)**

Segment	From/To	Direction of Travel	Classification	Number of Lanes	Daily Volume
<b>North/South Streets</b>					
Fourth Avenue	Broadway St. to E St.	SB	Major Arterial	3	11,500
	E St. to F St.	SB	Major Arterial	3	11,000
	F St. to G St.	SB	Major Arterial	3	13,500
	G St. to Market St.	SB	Major Arterial	3	11,900
	Market St. to Island Ave.	SB	Major Arterial	2	6,500
Fifth Avenue	Broadway St. to E St.	NB	Major Arterial	3	12,000
	E St. to F St.	NB	Major Arterial	3	14,900
	F St. to G St.	NB	Major Arterial	3	9,900
	G St. To Market St.	NB	Major Arterial	3	7,300
	Market St. to J St.	NB & SB	Collector	2	7,000
Sixth Avenue	J St. to Harbor Blvd.	NB & SB	Collector	2	7,700
	Broadway St. to E St.	SB	Major Arterial	3	8,700
	E St. to F St.	SB	Major Arterial	3	7,400
	F St. to G St.	SB	Major Arterial	3	6,300
	G St. to Market St.	SB	Major Arterial	3	4,900
Seventh Avenue	Market St. to Island Ave.	SB	Major Arterial	2	2,000
	Island Ave. to J St.	NB & SB	Collector	2	2,200
	Broadway St. to Market St.	NB	Major Arterial	3	4,900
	Market St. to Imperial Ave.	NB & SB	Collector	2	3,200
	Broadway St. to F St.	SB	Major Arterial	3	1,200
Eighth Avenue	F St. to G St.	SB	Major Arterial	3	4,100
	G St. to Market St.	NB & SB	Collector	3	4,300
	Market St. to Island Ave.	NB & SB	Collector	4	4,600
	Island Ave. to Harbor Blvd.	NB & SB	Collector	3	4,600
	Broadway St. to Market St.	NB	Collector	3	2,200
Ninth Avenue	Market St. to J St.	NB & SB	Collector	2	1,400
	Ash St. to A St.	SB	Major Arterial	3	18,900
	A St. to B St.	SB	Major Arterial	3	19,700
	B St. to C St.	SB	Major Arterial	3	13,600
	C St. to Broadway St.	SB	Major Arterial	3	13,100
Tenth Avenue	Broadway St. to E St.	SB	Major Arterial	3	11,400
	E St. to F St.	SB	Major Arterial	3	11,900
	F St. to G St.	SB	Major Arterial	3	9,000
	G St. to Market St.	SB	Major Arterial	3	7,300
	Market St. to Island Ave.	SB	Collector	3	3,000
Eleventh Avenue	Island Ave. to Imperial Ave.	NB & SB	Collector	2	3,300
	A St. to B St.	NB	Major Arterial	3	13,300
	B St. to C St.	NB	Major Arterial	3	14,800
	C St. to Broadway St.	NB	Major Arterial	3	11,800
	Broadway St. to E St.	NB	Major Arterial	3	8,900
Twelfth Avenue	E St. to F St.	NB	Major Arterial	3	8,800
	F St. to G St.	NB	Major Arterial	3	6,900
	G St. to Market St.	NB	Major Arterial	3	6,100
	Market St. to Island Ave.	NB	Collector	3	2,700
	Island Ave. to Imperial Ave.	NB & SB	Collector	2	3,900
Twelfth Avenue	Russ Blvd. to A St.	NB & SB	Major Arterial	4	11,800
	A St. to B St.	NB & SB	Major Arterial	4	16,200
	B St. to C St.	NB & SB	Major Arterial	4	10,200
	C St. to Broadway St.	NB	Collector	2	4,800
	Broadway St. to E St.	NB	Collector	2	2,100
Twelfth Avenue	E St. to F St.	NB & SB	Collector	2	3,100
	F St. to G St.	NB & SB	Collector	2	1,300

**TABLE 5.2-1**  
**Existing Year 1998**  
**Roadway Segment Average Daily Traffic Volumes (ADT) (Continued)**

Segment	From/To	Direction of Travel	Classification	Number of Lanes	Daily Volume
13 <sup>th</sup> Street/ National Avenue	G St. to Market St.	NB & SB	Collector	2	1,600
	Market St. to Island Ave.	NB & SB	Collector	2	1,400
	Island Ave. to Imperial Ave.	NB & SB	Collector	2	1,600
	Imperial Ave. to Crosby St.	NB & SB	Collector	3	4,100
<b>North/South Streets</b>					
16 <sup>th</sup> Street	G St. to Market St.	NB & SB	Collector	2	7,700
	Market St. to Island Ave.	NB & SB	Collector	2	5,100
	Island Ave. to J St.	NB & SB	Collector	2	6,000
	J St. to Imperial Ave.	NB & SB	Collector	2	5,100
17 <sup>th</sup> Street	Imperial Ave. to Commercial St.	NB & SB	Collector	4	5,400
	G St. to Market St.	SB	Collector	2	3,000
	Market St. to Island Ave.	SB	Collector	2	3,400
	Island Ave. to J St.	SB	Collector	2	3,000
19 <sup>th</sup> Street	J St. to Commercial St.	SB	Collector	2	8,200
	Market St. to J St.	NB	Collector	2	12,100
Crosby Street	J St. to Commercial St.	NB	Collector	2	3,100
	Harbor Blvd. to Main St.	NB & SB	Collector	4	7,900
	Main St. to Logan Ave.	NB & SB	Collector	4	9,400
<b>East/West Streets</b>					
A Street	10 <sup>th</sup> Ave. to 12 <sup>th</sup> Ave.	EB	Major Arterial	3	8,000
B Street	10 <sup>th</sup> Ave. to 11 <sup>th</sup> Ave.	WB	Major Arterial	3	10,500
	11 <sup>th</sup> Ave. to 12 <sup>th</sup> Ave.	WB	Major Arterial	3	9,800
C Street	11 <sup>th</sup> Ave. to 12 <sup>th</sup> Ave.	EB	Major Arterial	2	4,600
Broadway	4 <sup>th</sup> Ave. to 5 <sup>th</sup> Ave.	EB & WB	Collector	4	18,700
	5 <sup>th</sup> Ave. to 6 <sup>th</sup> Ave.	EB & WB	Collector	4	16,000
	6 <sup>th</sup> Ave. to 7 <sup>th</sup> Ave.	EB & WB	Collector	4	16,200
	7 <sup>th</sup> Ave. to 8 <sup>th</sup> Ave.	EB & WB	Collector	4	14,000
	8 <sup>th</sup> Ave. to 9 <sup>th</sup> Ave.	EB & WB	Collector	4	9,400
	9 <sup>th</sup> Ave. to 10 <sup>th</sup> Ave.	EB & WB	Collector	4	8,000
	10 <sup>th</sup> Ave. to 11 <sup>th</sup> Ave.	EB & WB	Collector	4	9,400
	11 <sup>th</sup> Ave. to 12 <sup>th</sup> Ave.	EB & WB	Collector	4	8,000
	12 <sup>th</sup> Ave. to 14 <sup>th</sup> St.	EB & WB	Collector	4	9,900
	4 <sup>th</sup> Ave. to 5 <sup>th</sup> Ave.	EB	Collector	3	3,000
E Street	5 <sup>th</sup> Ave. to 6 <sup>th</sup> Ave.	EB	Collector	3	3,400
	6 <sup>th</sup> Ave. to 8 <sup>th</sup> Ave.	EB	Collector	3	3,100
	8 <sup>th</sup> Ave. to 9 <sup>th</sup> Ave.	EB	Collector	3	3,100
	9 <sup>th</sup> Ave. to 10 <sup>th</sup> Ave.	EB	Collector	3	3,500
	10 <sup>th</sup> Ave. to 11 <sup>th</sup> Ave.	EB	Major Arterial	3	4,700
	11 <sup>th</sup> Ave. to 12 <sup>th</sup> Ave.	EB	Major Arterial	3	2,700
	12 <sup>th</sup> Ave. to 13 <sup>th</sup> St.	EB	Major Arterial	2	3,000
	13 <sup>th</sup> St. to 14 <sup>th</sup> St.	EB & WB	Collector	4	4,500
	14 <sup>th</sup> St. to 15 <sup>th</sup> St.	EB & WB	Collector	2	4,500
	15 <sup>th</sup> St. to 16 <sup>th</sup> St.	EB & WB	Collector	3	5,800
F Street	4 <sup>th</sup> Ave. to 5 <sup>th</sup> Ave.	WB	Major Arterial	3	8,100
	5 <sup>th</sup> Ave. to 6 <sup>th</sup> Ave.	WB	Major Arterial	3	9,600
	6 <sup>th</sup> Ave. to 7 <sup>th</sup> Ave.	WB	Major Arterial	3	8,800
	7 <sup>th</sup> Ave. to 9 <sup>th</sup> Ave.	WB	Major Arterial	3	9,600
	9 <sup>th</sup> Ave. to 10 <sup>th</sup> Ave.	WB	Major Arterial	3	13,500
	10 <sup>th</sup> Ave. to 11 <sup>th</sup> Ave.	WB	Major Arterial	3	12,500
	11 <sup>th</sup> Ave. to 12 <sup>th</sup> Ave.	WB	Major Arterial	3	12,300
	12 <sup>th</sup> Ave. to 14 <sup>th</sup> St.	WB	Major Arterial	3	14,100
	14 <sup>th</sup> St. to 17 <sup>th</sup> St.	WB	Major Arterial	3	15,800
	4 <sup>th</sup> Ave. to 5 <sup>th</sup> Ave.	EB	Major Arterial	3	14,300
G Street	5 <sup>th</sup> Ave. to 6 <sup>th</sup> Ave.	EB	Major Arterial	3	12,300
	6 <sup>th</sup> Ave. to 8 <sup>th</sup> Ave.	EB	Major Arterial	3	10,300

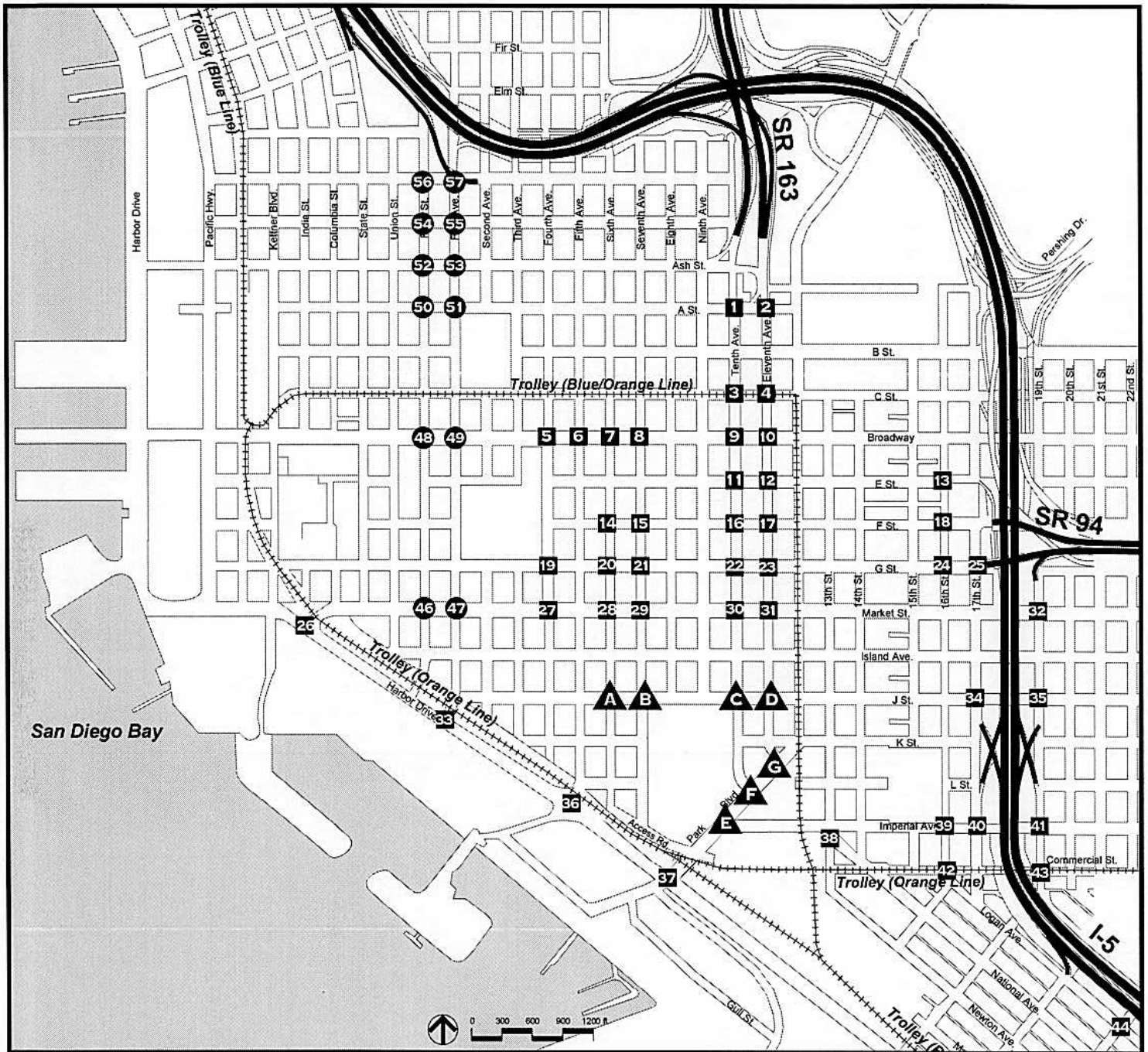
**TABLE 5.2-1**  
**Existing Year 1998**  
**Roadway Segment Average Daily Traffic Volumes (ADT) (Continued)**

Segment	From/To	Direction of Travel	Classification	Number of Lanes	Daily Volume
Market Street	8 Ave. to 10 <sup>th</sup> Ave.	EB	Major Arterial	3	13,000
	10 <sup>th</sup> Ave. to 11 <sup>th</sup> Ave.	EB	Major Arterial	3	13,900
	11 <sup>th</sup> Ave. to 12 <sup>th</sup> Ave.	EB	Major Arterial	3	14,500
	12 <sup>th</sup> Ave. to 14 <sup>th</sup> St.	EB	Major Arterial	3	9,500
	14 <sup>th</sup> St. to 15 <sup>th</sup> St.	EB	Major Arterial	3	13,800
	15 <sup>th</sup> St. to 17 <sup>th</sup> St.	EB	Major Arterial	3	16,800
	Harbor St. to 3 <sup>rd</sup> Ave.	EB & WB	Major Arterial	4	14,900
	3 <sup>rd</sup> Ave. to 5 <sup>th</sup> Ave.	EB & WB	Major Arterial	4	9,400
	5 <sup>th</sup> Ave. to 6 <sup>th</sup> Ave.	EB & WB	Major Arterial	4	15,300
	6 <sup>th</sup> Ave. to 8 <sup>th</sup> Ave.	EB & WB	Major Arterial	4	16,200
	8 <sup>th</sup> Ave. to 10 <sup>th</sup> Ave.	EB & WB	Major Arterial	4	11,000
	10 <sup>th</sup> Ave. to 11 <sup>th</sup> Ave.	EB & WB	Major Arterial	4	14,500
	11 <sup>th</sup> Ave. to 12 <sup>th</sup> Ave.	EB & WB	Major Arterial	4	9,800
	12 <sup>th</sup> Ave. to 13 <sup>th</sup> St.	EB & WB	Major Arterial	4	13,300
	13 <sup>th</sup> St. to 14 <sup>th</sup> St.	EB & WB	Major Arterial	4	14,700
	14 <sup>th</sup> St. to 15 <sup>th</sup> St.	EB & WB	Major Arterial	4	18,000
	15 <sup>th</sup> St. to 16 <sup>th</sup> St.	EB & WB	Major Arterial	4	12,600
	16 <sup>th</sup> St. to 17 <sup>th</sup> St.	EB & WB	Major Arterial	4	13,800
J Street	17 <sup>th</sup> St. to 19 <sup>th</sup> St.	EB & WB	Major Arterial	4	11,700
	1 <sup>st</sup> Ave. to 5 <sup>th</sup> Ave.	EB & WB	Collector	2	3,200
	5 <sup>th</sup> Ave. to 8 <sup>th</sup> Ave.	EB & WB	Collector	2	3,200
	8 <sup>th</sup> Ave. to 11 <sup>th</sup> Ave.	EB & WB	Collector	2	3,600
	11 <sup>th</sup> Ave. to 16 <sup>th</sup> St.	EB & WB	Collector	2	1,400
	16 <sup>th</sup> St. to 19 <sup>th</sup> St.	EB & WB	Collector	2	1,100
Imperial Avenue	5 <sup>th</sup> Ave. to 8 <sup>th</sup> Ave.	EB & WB	Collector	2	2,400
	8 <sup>th</sup> Ave. to 9 <sup>th</sup> Ave.	EB & WB	Collector	2	3,300
	9 <sup>th</sup> Ave. to 10 <sup>th</sup> Ave.	EB & WB	Collector	2	2,400
	10 <sup>th</sup> Ave. to 11 <sup>th</sup> Ave.	EB & WB	Collector	2	4,000
	11 <sup>th</sup> Ave. to 12 <sup>th</sup> Ave.	EB & WB	Collector	3	5,500
	12 <sup>th</sup> Ave. to 15 <sup>th</sup> St.	EB & WB	Major Arterial	4	5,100
Commercial Street	15 <sup>th</sup> St. to 17 <sup>th</sup> St.	EB & WB	Major Arterial	4	7,400
	17 <sup>th</sup> St. to 19 <sup>th</sup> St.	EB & WB	Major Arterial	4	7,900
	13 <sup>th</sup> St. to 19 <sup>th</sup> St.	EB & WB	Major Arterial	2	1,600
Harbor Drive	Market St. to 1 <sup>st</sup> Ave.	EB & WB	Major Arterial	4	13,200
	1 <sup>st</sup> Ave. to 5 <sup>th</sup> Ave.	EB & WB	Major Arterial	4	17,300
	5 <sup>th</sup> Ave. to 8 <sup>th</sup> Ave.	EB & WB	Major Arterial	4	12,900
	8 <sup>th</sup> Ave. to Sigsbee St.	EB & WB	Major Arterial	4	14,400
	Sigsbee St. to Crosby St.	EB & WB	Major Arterial	4	14,000

Source: BRW, Inc., April 1999.

### Key Intersections

Key intersections within the traffic study area were chosen based upon potential impacts associated with implementation of the Proposed Activities. The location of the key intersections is shown in Figure 5.2-2. Figure 5.2-3 displays the existing intersection traffic control at each of the key intersections. The majority of key intersections north of Market Street are signalized, with stop sign controlled intersections prevalent south of Market Street.



#### LEGEND

- X** Key Intersections
- X** Additional Intersections for Event Analysis
- X** Additional Project Intersections



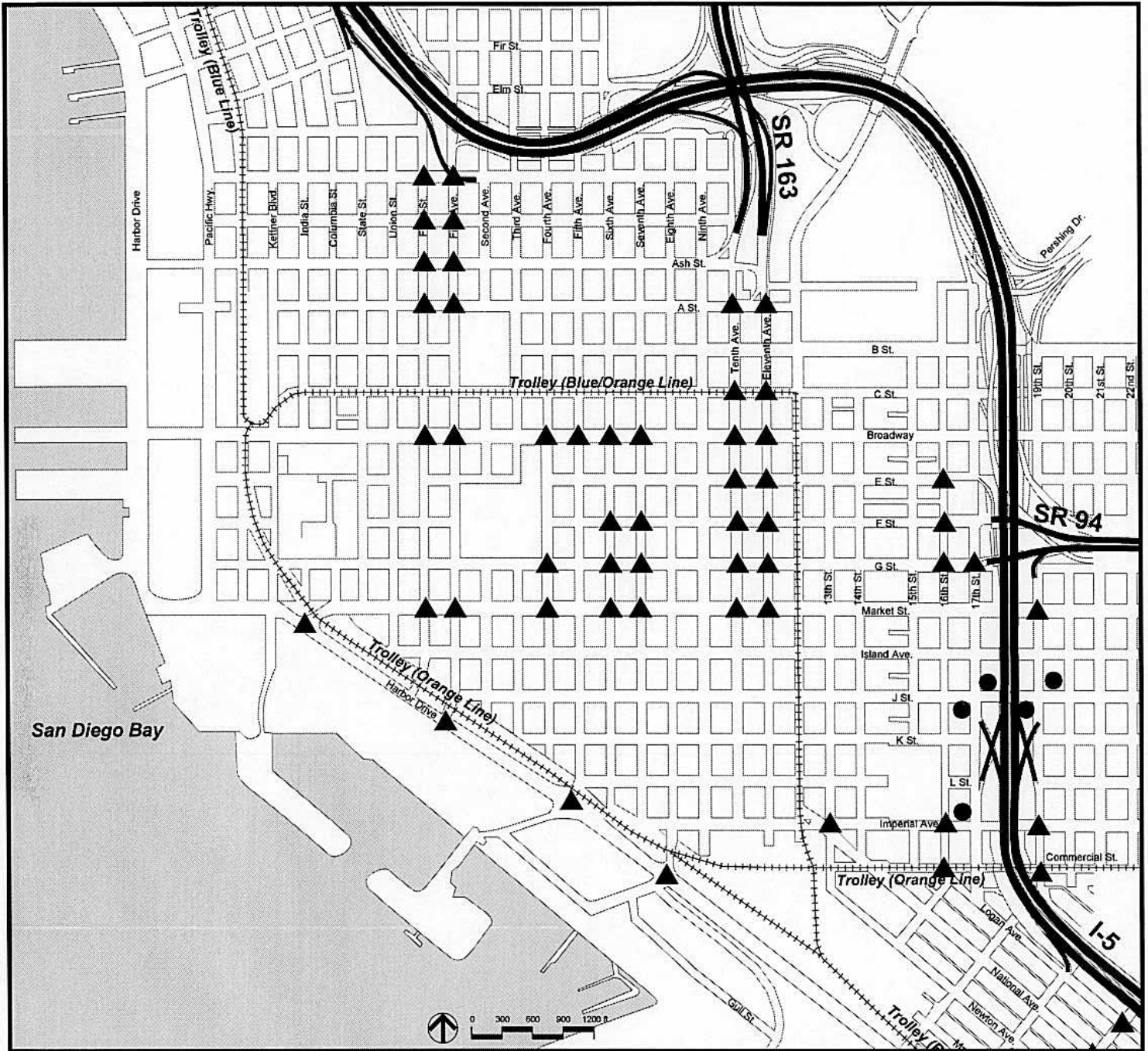
Not to Scale

Source: BRW, Inc., February 1999



Key Study Intersections

Figure 5.2-2





#### LEGEND

-  Traffic Signal
-  Stop Sign

Source: BRW, Inc., February 1999

Intersection Traffic Controls at Key  
Study Intersections - Existing Conditions



Figure 5.2-3



### Existing Traffic Volumes

Existing 24-hour traffic volumes for freeway and roadway segments in the traffic study area are presented in Figure 5.2-4. Existing traffic volumes in the vicinity of the Proposed Activities are generally quite low, due to the underdeveloped nature of existing land uses south of Market Street.

Access to the study area using I-5 and SR-163 is provided via Tenth and Eleventh Avenues functioning as a north-south one-way couplet and Imperial Avenue and J Street with a set of braided ramps both northbound and southbound to/from I-5. Traffic on Tenth and Eleventh Avenues is heaviest from Ash to Broadway, decreases between Broadway and Market Street and decreases even more dramatically south of Market Street. Traffic on both Imperial Avenue and J Street is generally light. Traffic to and from SR-94 primarily uses F and G Streets and is quite heavy at times, with volumes exceeding 15,000 vehicles per day.

### Analysis Methodology and Criteria

#### ***Congestion Management Program***

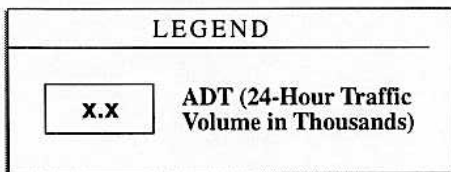
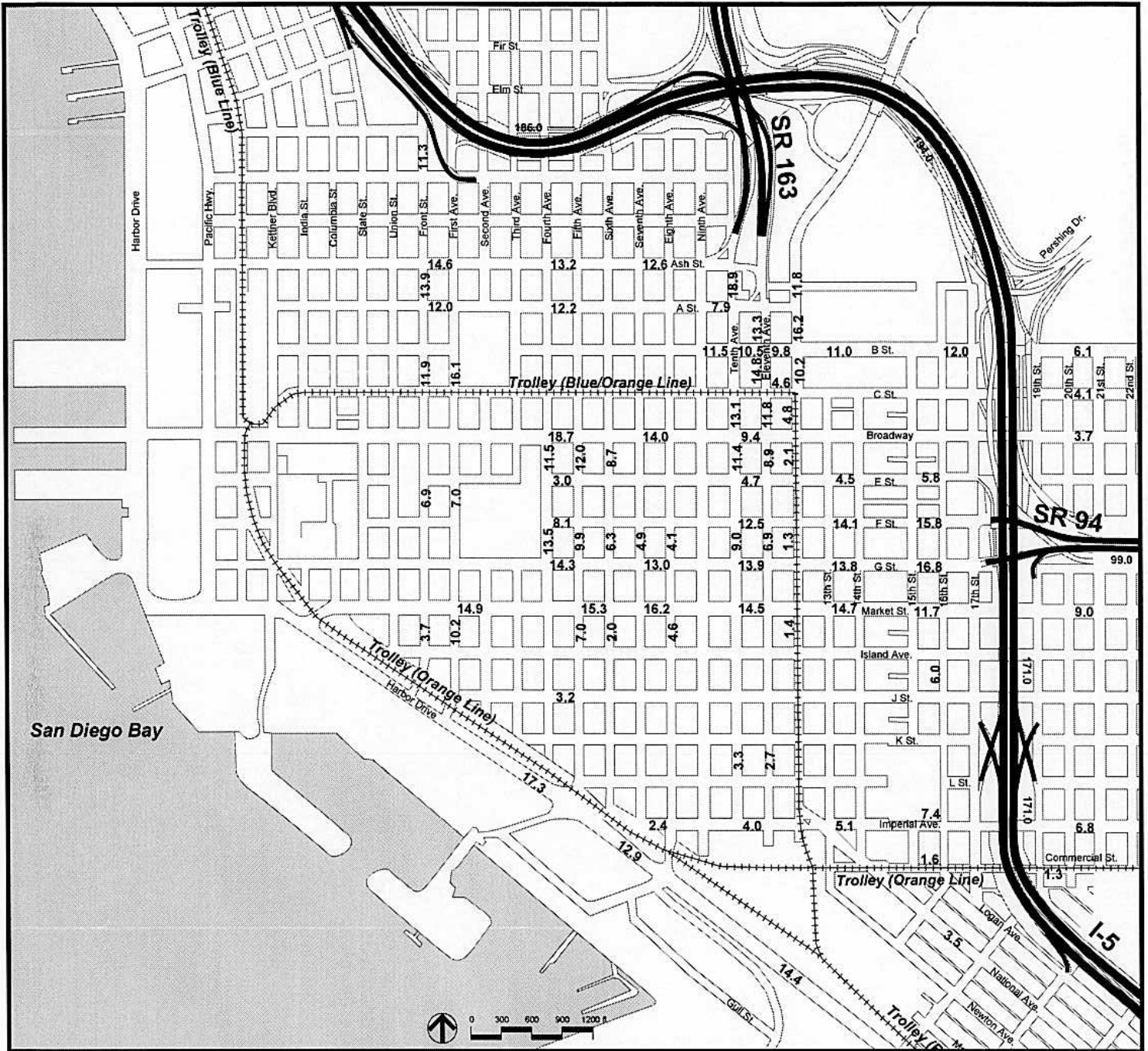
The San Diego County Congestion Management Program (CMP) stipulates that any activity forecasted to generate 2,400 or more daily trips (200 or more equivalent peak hour trips) must be evaluated in accordance with the requirements of the Regional Congestion Management Plan. The CMP requires that the traffic impact report address any CMP freeway links with 150 or more peak hour trips (in either direction) or CMP roadways with 50 or more peak hour trips (in either direction). These peak-hour directional values generally equate to 2,400 two-way daily trips on CMP freeways and 800 two-way daily trips on CMP roadways.

The designated CMP system includes all state freeways, all state highways, and specific principal arterials. Both a primary study area and secondary CMP analysis was conducted.

The primary study area included the freeways within the traffic study area including:

- Interstate 5;
- State Route 163;
- State Route 94 (Martin Luther King Jr. Freeway; and
- Harbor Drive.

In addition, a secondary analysis was conducted within an expanded area of influence to review the potential for impacts to regional CMP freeway system beyond the immediate boundaries of the Centre City study area. The impacts of event traffic on major segments of the regional freeway system were also analyzed.



Source: BRW, Inc., February 1999

Existing 1998 24-Hour Roadway Traffic Volumes \_\_\_\_\_ Figure 5.2-4

### ***Level of Service Definition***

The Level of Service (LOS) concept is based on the degree of traffic congestion, delay, or interference from other vehicles experienced or perceived by motorists. Six categories of LOS have been defined varying from A (free flow) to F (severe congestion). While the precise LOS definitions differ by roadway functional classification and intersection type, LOS standards offer a consistent and readily comprehensible method of evaluating and comparing traffic conditions. In general, the LOS definitions are as outlined in Table 5.2-2.

**TABLE 5.2-2**  
**Level of Service Definitions**

<b>Level of Service</b>	<b>Traffic Flow Quality</b>
A	Low volumes, high speed; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.
B	Operating speed beginning to be affected by other traffic; between one and ten percent of the signal cycles have one or more vehicles which wait through more than one cycle during peak traffic periods.
C	Operating speed and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; recommended ideal design standard.
D	Tolerable operating speeds; 31 to 70 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.
E	Capacity; the maximum traffic volume an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume may be less than volumes which occurs at Level of Service E.

Source: BRW, Inc., April 1999.

### ***Freeway Segment Level of Service***

The analysis of freeway segment Level of Service is based on the procedure developed by Caltrans District 11, which incorporates methods described in the *1965 Highway Capacity Manual*. The procedure for calculating freeway LOS involves the estimation of a peak hour volume to capacity (V/C) ratio. Peak hour volumes are estimated based on the application of peak hour, directional, and truck factors to Average Daily Traffic (ADT) volumes.

The resulting V/C ratio is then compared to accepted ranges of V/C ratio values corresponding to the various Levels of Service for each facility classification, as shown in Table 5.2-3. The corresponding Level of Service represents an approximation of existing or anticipated future freeway operating conditions in the peak direction of travel during the peak hour. Level of Service E or better is considered an acceptable threshold in determining impacts on the regional freeway system.

**TABLE 5.2-3**  
**Caltrans District 11**  
**Freeway Segment Level of Service Definitions**

LOS	V/C	Congestion/Duration Delay	Traffic Description
<i>(Used for freeways, expressways, and conventional highways)</i>			
A	<0.41	None	Free flow.
B	0.42-0.62	None	Free to stable flow, light to moderate volumes.
C	0.63-0.80	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted.
D	0.81-0.92	Minimal to substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver.
E	0.93-1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor.
<i>(Used for conventional highways)</i>			
F	>1.00	Considerable	Forced or breakdown flow. Delay measured in average travel speed (MPH). Signalized segments experience delays >60.0 seconds/vehicle.
<i>(Used for freeways and expressways)</i>			
F(0)	1.01-1.25	Considerable 0-1 hour delay	Forced flow, heavy congestion, long queues form behind breakdown points, stop and go.
F(1)	1.26-1.35	Severe 1-2 hour delay	Very heavy congestion, very long queues.
F(2)	1.36-1.45	Very Severe 2-3 hour delay	Extremely heavy congestion, longer queues, more numerous breakdown points, longer stop periods.
F(3)	>1.46	Extremely Severe 3+ hours of delay	Gridlock.

Source: CALTRANS 1992.

### ***Freeway Ramp Operations***

Caltrans plans to implement ramp metering at all freeway on-ramps in the traffic study area. Analysis was conducted based on a comparison of projected peak hour volumes to peak hour flow rates provided by Caltrans. Any excess demand was identified, and anticipated delays and queue lengths were calculated. Ramp delays of less than five minutes were considered acceptable for purposes of this SEIR analysis.

Freeway off-ramp operations were reviewed by identifying and analyzing the extent of traffic queuing and potential for spillback to the freeway mainline.

### ***Roadway Segment Level of Service***

Roadway Level of Service standards are generally used as long-range planning guidelines to determine the functional classification of roadways. Typically, the performance and LOS of a roadway segment are based on the ability of major arterial intersections to accommodate peak hour volumes. For this SEIR it was determined that the Centre City's tight grid roadway network with closely spaced intersections would not lend itself to analysis of individual roadway segment Levels of Service. Harbor Drive, as an arterial roadway with more widely-spaced intersections, and the surrounding neighborhood streets east of I-5, were, however, analyzed utilizing roadway segment (peak hour and daily) Level of Service standards.

### ***Intersection Level of Service***

Levels of Service for both signalized and unsignalized intersections are defined in terms of delay, providing a measure of driver discomfort, frustration, fuel consumption, and lost travel time.

The analysis of signalized intersections within the study area is based on standards documented for signalized intersections in the *1994 Highway Capacity Manual (HCM)*, *Transportation Research Board Special Report 209*, which defines Level of Service in terms of delay, or more specifically, average stopped delay per vehicle. The signalized intersection Level of Service criteria are described in Table 5.2-4.

**TABLE 5.2-4**  
**Signalized Intersection Level of Service**  
**Highway Capacity Manual Operational Analysis Method**

<b>Average Stopped Delay Per Vehicle (Seconds)</b>	<b>Level Of Service (LOS) Characteristics</b>
<5.1	<b>LOS A</b> describes operations with very low delay. This occurs when progression is extremely favorable, and most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
5.1-15.0	<b>LOS B</b> describes operations with generally good progression and / or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
15.1-25.0	<b>LOS C</b> describes operations with higher delays which may result from fair progression and / or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
25.1-40.0	<b>LOS D</b> describes operations with high delay, resulting from some combination of unfavorable progression, long cycle lengths, or high volumes. The influence of congestion becomes more noticeable, and individual cycle failures are noticeable.
40.1-60.0	<b>LOS E</b> is considered to be the limit of acceptable delay. Individual cycle failures are frequent occurrences.
>60.0	<b>LOS F</b> describes a condition of excessively high delay, considered unacceptable to most drivers. This condition often occurs when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay.

Source: 1994 Highway Capacity Manual, TRB Special Report 209.

The analysis of the unsignalized intersections within the traffic study area utilizes the methodology described in the *1994 Highway Capacity Manual*. Like signalized intersection LOS, unsignalized LOS is determined based on the average delay per vehicle, but the criteria is based on average total delay, rather than average stopped delay. Delay is reported per approach as well as intersection-wide. Table 5.2-5 summarizes the Level of Service criteria utilized for unsignalized intersection analyses.

**TABLE 5.2-5**  
**Level of Service Criteria For Unsignalized Intersections**

Level Of Service (LOS)	Average Total Delay (Seconds)
A	<5.0
B	5.0-10.0
C	10.1-20.0
D	20.1- 30.0
E	30.1-45.0
F	>45.0

Source: 1994 Highway Capacity Manual; TRB Special Report 209.

For signalized as well as unsignalized intersections, Level of Service E is considered to be the limit of acceptable delay by the City of San Diego for the Centre City area.

### Existing Peak Hour Freeway Segment Performance

Table 5.2-6 provides a detailed analysis of existing freeway segment operations. As shown, each of the analyzed traffic study area freeway segments is currently operating at an acceptable Level of Service, with the exception of the following segments:

**TABLE 5.2-6**  
**Existing Freeway Segment Level of Service**

Route	Limits	# Lanes <sup>1</sup>	1997 ADT	Peak Hour % (K) <sup>2</sup>	Directional Split (D) <sup>2</sup>	Truck Factor <sup>3</sup>	Volume <sup>4</sup>	Capacity <sup>5</sup>	V/C	LOS
I-5	I-8 to Washington	5	174000	0.081	0.58	0.965	8471	8600	0.99	E
	Washington to Laurel	5	181000	0.081	0.56	0.965	8508	8600	0.99	E
	Laurel to SR-163	5	186000	0.081	0.56	0.965	8743	8600	1.02	F
	SR-163 to SR-94	6	194000	0.081	0.55	0.960	9003	9200	0.98	E
	SR-94 to Imperial	7	171000	0.080	0.54	0.960	7695	8000	0.96	E
	Imperial to Crosby	5	171000	0.080	0.54	0.960	7695	8600	0.89	D
	Crosby to 28 <sup>th</sup> Street	5	167,700	0.080	0.54	0.960	7547	8600	0.88	D
	I-8 to Washington	4	158000	0.082	0.54	0.970	7213	6000	1.20	F
SR-163	Washington to I-5	2	101000	0.077	0.57	0.970	4570	4000	1.14	F
	I-15 to 28 <sup>th</sup> Street	4	118000	0.080	0.69	0.942	6915	8000	0.86	D
SR-94	28 <sup>th</sup> St to 17 <sup>th</sup> St	4	99000	0.078	0.68	0.965	5441	6000	0.91	D

<sup>1</sup> Number of lanes by direction

<sup>2</sup> Peak hour and directional factor obtained from Caltrans

<sup>3</sup> Truck factor obtained from Caltrans

<sup>4</sup> Volume = ((ADT) (KD) / Truck Factor)

<sup>5</sup> Capacity = Provided by Caltrans

V/C = ((ADT) (KD) / Truck Factor) / Capacity)

Source: BRW Inc., April 1999.

- I-5 between Laurel Street and SR-163;
- SR-163 between I-8 and Washington Street; and,
- SR-163 between Washington Street and I-5.

### Harbor Drive Roadway Segment Performance

Table 5.2-7 displays the existing roadway segment Level of Service for Harbor Drive, between Market Street and Crosby Street. As shown, Harbor Drive currently operates at acceptable LOS.

**TABLE 5.2-7**  
**Harbor Drive**  
**Existing Roadway Segment Performance**

Segment	From/To	Direction of Travel	Classification	Number of Lanes	LOS E Capacity	Daily Volume	Segment LOS
Harbor Drive	Market St. to 1 <sup>st</sup> Ave.	EB & WB	Major Arterial	4	40,000	13,200	A
	1 <sup>st</sup> Ave. to 5 <sup>th</sup> Ave.	EB & WB	Major Arterial	4	40,000	17,300	B
	5 <sup>th</sup> Ave. to 8 <sup>th</sup> Ave.	EB & WB	Major Arterial	4	40,000	12,900	A
	8 <sup>th</sup> Ave. to Sigsbee St.	EB & WB	Major Arterial	4	40,000	14,400	A
	Sigsbee St. to Crosby St.	EB & WB	Major Arterial	4	40,000	14,000	A

Source: BRW, Inc., April 1999.

### Existing Peak Hour Intersection Performance

Table 5.2-8 summarizes existing AM and PM peak hour operations at the key traffic study area intersections. The results of the intersection analyses indicate that all of the analyzed traffic study area intersections are currently operating at acceptable Level of Service E or better during the weekday AM and PM peak hours.

### Existing Neighborhood Street Levels of Service

Table 5.2-9 displays existing ADT, PM peak hour traffic volumes, roadway classification and existing Level of Service on the various arterial and collector roadway segments serving the downtown area and adjacent neighborhoods.

As shown in Table 5.2-9, each neighborhood roadway segment is currently operating at LOS C or better under existing conditions.

#### **5.2.1.2 Parking**

Currently, there are approximately 55,000 parking spaces in the Centre City. This includes on-street spaces; publicly-owned, off-street surface lots and structures; and privately-owned, off-street surface lots and structures generally located south and west of I-5, north of Commercial Street and south of Grape Street. The majority of the spaces (approximately 80%) are located off-street, equally split between surface lots and structures. Of these spaces, roughly 75 percent are open to the public. The remaining 25 percent are dedicated to specific users, such as residential and hotel uses, and are not available for the general public.

**TABLE 5.2-8**  
**Existing Peak Hour Intersection Level of Service**

	Intersection	AM		PM	
		Delay * (sec.)	LOS	Delay * (sec.)	LOS
1	A Street & 10 <sup>th</sup> Ave.	7.8	B	12.8	B
2	A Street & 11 <sup>th</sup> Ave.	6.2	B	8.6	B
3	C Street & 10 <sup>th</sup> Ave.	2.1	A	9.6	B
4	C Street & 11 <sup>th</sup> Ave.	10.6	B	7.3	B
B	Broadway & 4 <sup>th</sup> Ave.	7.7	B	10.8	B
6	Broadway & 5 <sup>th</sup> Ave.	7.7	B	8.7	B
7	Broadway & 6 <sup>th</sup> Ave.	7.5	B	7.6	B
8	Broadway & 7 <sup>th</sup> Ave.	7.5	B	6.4	B
9	Broadway & 10 <sup>th</sup> Ave.	10.1	B	6.1	B
10	Broadway & 11 <sup>th</sup> Ave.	9.2	B	9.0	B
11	E Street & 10 <sup>th</sup> Ave.	6.7	B	7.8	B
12	E Street & 11 <sup>th</sup> Ave.	6.5	B	9.8	B
13	E Street & 16 <sup>th</sup> St.	5.4	B	8.2	B
14	F Street & 6 <sup>th</sup> Ave.	2.1	A	3.4	A
15	F Street & 7 <sup>th</sup> Ave.	1.1	A	3.3	A
16	F Street & 10 <sup>th</sup> Ave.	2.0	A	9.9	B
17	F Street & 11 <sup>th</sup> Ave.	1.0	A	2.5	A
18	F Street & 16 <sup>th</sup> St.	5.5	B	7.9	B
19	G Street & 4 <sup>th</sup> Ave.	3.1	A	8.8	B
20	G Street & 6 <sup>th</sup> Ave.	3.6	A	6.9	B
21	G Street & 7 <sup>th</sup> Ave.	9.8	B	5.2	B
22	G Street & 10 <sup>th</sup> Ave.	1.6	A	3.6	A
23	G Street & 11 <sup>th</sup> Ave.	4.1	A	4.2	A
24	G Street & 16 <sup>th</sup> St.	6.9	B	7.1	B
25	G Street & 17 <sup>th</sup> St.	0.9	A	1.7	A
26	Market & Harbor Drive	22.4	C	22.8	C
27	Market & 4 <sup>th</sup> Ave.	5.5	B	3.2	A
28	Market & 6 <sup>th</sup> Ave.	3.1	A	2.3	A
29	Market & 7 <sup>th</sup> Ave.	4.1	A	3.6	A
30	Market & 10 <sup>th</sup> Ave.	5.3	B	3.3	A
31	Market & 11 <sup>th</sup> Ave.	4.5	A	6.5	B
32	Market & 19 <sup>th</sup> St.	10.2	B	8.3	B
33	Harbor & 1 <sup>st</sup> Ave.	10.1	B	8.8	B
34	J Street & 17 <sup>th</sup> St.	1.5	A	1.1	A
35	J Street & 19 <sup>th</sup> St.	0.2	A	0.3	A
36	Harbor & 5 <sup>th</sup> Ave.	32.0	D	13.7	B
37	Harbor & 8 <sup>th</sup> Ave.	25.3	D	20.1	C
38	Imperial & 13 <sup>th</sup> St.	12.2	B	9.8	B
39	Imperial & 16 <sup>th</sup> St.	8.1	B	9.2	B
40	Imperial & 17 <sup>th</sup> St.	1.7	A	2.8	A
41	Imperial & 19 <sup>th</sup> St.	5.7	B	7.4	B
42	Commercial & 16 <sup>th</sup> St.	6.4	B	7.5	B
43	Commercial & 19 <sup>th</sup> St.	8.0	B	8.3	B
44	Crosby & Logan	22.1	C	24.5	C
45	Harbor & Crosby	52.6	E	20.0	C

Note: \* Delay estimated in terms of average stopped delay per vehicle (in seconds).

Source: BRW, Inc., April 1999.



**TABLE 5.2-9**  
**Existing Level of Service Analysis**  
**Neighborhood Roadway Segments**

Segment	Classification	Number of Travel Lanes	LOS E Capacity	Daily Volume	PM Peak <sup>1</sup> Hour Volumes	Segment LOS
Imperial Avenue, east of I-5	Collector	2	15,000	6,800	680	B
Market Street, east of I-5	Collector	4	30,000	9,000	900	A
Broadway, east of I-5	Collector	2	15,000	3,700	370	A
C Street, east of I-5	Collector	2	15,000	4,100	410	A
B Street, east of I-5	Collector	2	10,000	6,100	610	C
Pershing Drive, north of Florida Street	Collector	4	30,000	17,800	1,780	C
Commercial Street, east of I-5	Collector	2	10,000	1,300	130	A
National Avenue, south of Commercial Street	Collector	2	15,000	3,500	350	A
Crosby Street, north of Harbor Drive	Collector	4	30,000	4,600	460	A
Harbor Drive, east of Eighth Avenue	Major Arterial	4	40,000	14,400	1,440	A

<sup>1</sup>PM Peak Hour Volumes assumed to be 10% of daily volume.

Source: BRW, Inc., March, 1999

Parking requirements in Centre City are different from those in any other part of San Diego. With the exception of residential uses, there are no minimum parking requirements in Centre City. However, maximum parking limitations are established for non-residential uses to reduce the parking supply downtown over time as a means to encourage the use of transit and car pooling. Consequently, there have been some recent large activities in Centre City where little or no parking was provided on-site.

Parking utilization tends to vary depending upon location, day of week, and time of day. Overall, downtown parking tends to be approximately 70-75% utilized during an average weekday, dropping to approximately 25-30% on weekday and weekend evenings. Specific locations, most notably the Gaslamp District, experience high parking demands and utilization of available supply. Parking facilities in and adjacent to the Gaslamp District can average 80-90% utilization on Friday and Saturday evenings, with peak demand occurring between 10:00 and 11:00 PM (Keyser Marston Associates, October, 1997). Specific parking facilities, such as the Horton Plaza Garage, often experience 100% utilization during this period.

### 5.2.1.3 Transit

The Ballpark and Ancillary Development Projects Area is currently served directly by four San Diego Transit bus routes (1, 4, 11, and 29), and one ~~MTS~~MTDB contract service bus route 901(902, 903). Additional Centre City bus routes (Routes 3, 5, and 16) provide secondary, less direct access to the Ballpark and Ancillary Development Projects Area, via Market Street. The San Diego Trolley provides light rail transit (LRT) service along the Blue and Orange Lines extending north to Mission Valley, east to La Mesa, El Cajon and Santee, and south to National City, Chula Vista and the US/Mexican border. The North County Transit District also serves Centre City by Coaster commuter rail, and Amtrak provides nine daily inter-city connections to Los Angeles. The 12th & Imperial/Transfer Station, located within a five-minute walk of the ballpark site, is a major regional transit transfer center providing connections between bus and

light rail lines. Figure 5.2-5 displays the existing transit routes serving the general vicinity of the ballpark project area~~Centre City~~. Figure 5.2-6 displays transit services directly servicing the Ballpark and Ancillary Development Projects Area.

Table 5.2-10 displays the number of existing daily transit trips and total daily person trips within Centre City. Total person trips include automobile, transit, walk, and bicycle trips. Approximately 24.9% of all Centre City work trips currently take place by transit. Overall, approximately 5.8% of all daily Centre City trips currently take place by transit.

**TABLE 5.2-10**  
**Existing Centre City Daily Trips**

	Transit	Total	Transit Mode Share
Work	22,650	91,000	24.9%
Total	32,240	553,330	5.8%

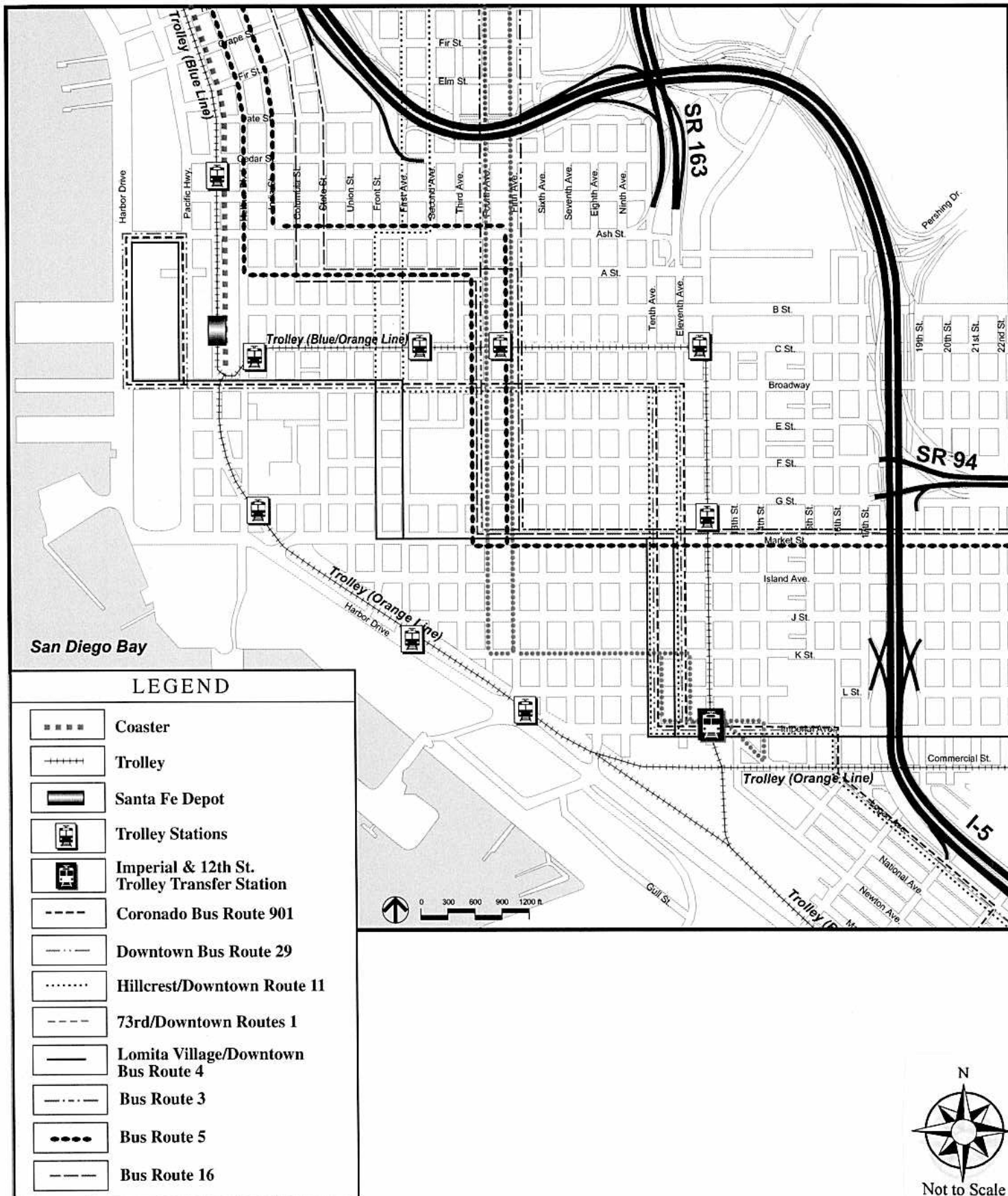
Source: SANDAG, April 1999.

Table 5.2-11 displays existing daily and AM and PM peak hour boardings within Centre City for each transit route. Also shown are peak hour transit loads by route at the 12<sup>th</sup> & Imperial Transfer Station.

#### **5.2.1.4 Pedestrian Circulation**

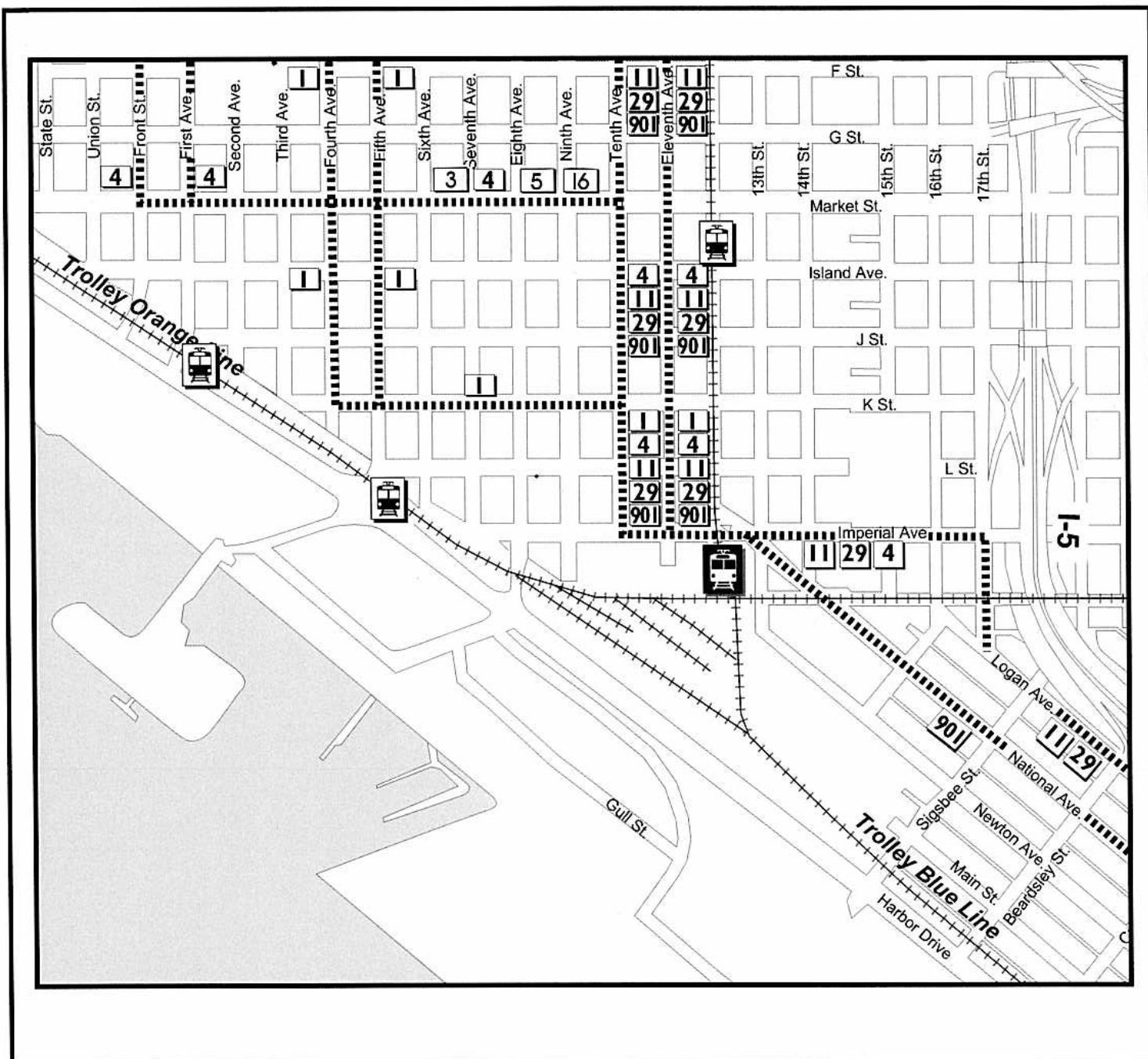
Currently, key areas of pedestrian activity in Centre City occur in and around Horton Plaza, the governmental/financial districts along B and C Streets, and Fifth Avenue in the Gaslamp District. Broadway also serves as a significant pedestrian corridor, with the concentration of bus service along the street and interaction among the business and retail/commercial activities in the area. Due to the underutilized nature of the existing land uses, existing pedestrian activity is minimal in the Centre City East area of Centre City.

The Centre City Community Plan recommends a minimum sidewalk width of 15 feet throughout downtown. Where conditions allow, the plan recommends wider sidewalks for designated streets. Within the Proposed Activities Area, the plan recommends that Freeway Couplets (10th Avenue, 11th Avenue) have 15-foot sidewalks; District Center Streets (12th Avenue) have 16-foot sidewalks; and District Streets (all other streets) have 15, 17 or 20-foot sidewalks. The recommended width of sidewalks in District Streets depends on the travel and parking lane configuration which is determined when streets are reconstructed. Most of the existing sidewalks along streets in the study area are 14-feet wide.



Existing Centre City Transit Services  
Serving the Ballpark Vicinity

Figure 5.2-5



LEGEND	
	Bus Route
	Bus Route Number
	Trolley Stations
	12th & Imperial Station

Source: BRW, Inc., March 1999



Existing Study Area Transit Routes \_\_\_\_\_ Figure 5.2-6

**TABLE 5.2-11**  
**Existing Transit Boardings**

Route	Type	Service Frequency		Centre City Boardings				12 <sup>th</sup> and Imperial Hourly Loads			
		Peak	OffPeak	Daily Boardings		AM Peak Hour		PM Peak Hour		AM Peak Hour	
						Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
1	Local Bus	30	30	770	55	5	80	5	20	0	10
4	Local Bus	30	30	850	45	10	80	5	35	60	95
11	Local Bus	7-15	15	2,950	120	85	100	200	90	220	250
29	Local Bus	30	30	1,020	50	25	80	10	45	65	85
901,(902,903)	Local Bus	15	30	1,610	260	20	100	15	150	115	110
Blue Line 510	Light Rail	7.5	15	16,460	670	590	1,420	465	460	1,500	1,460
Orange Line 520	Light Rail	15	15	11,310	555	175	1,075	150	210	850	780
Coaster	Commuter Rail	30	N/A	835	50	0	300	0	N/A	N/A	N/A
<b>Totals</b>				<b>35,805</b>	<b>1,805</b>	<b>910</b>	<b>3,235</b>	<b>850</b>	<b>1,010</b>	<b>2,810</b>	<b>2,790</b>

Source: SANDAG, July 1998.

### **5.2.1.5 Bicycle, Taxi and Pedicab Circulation**

The downtown area includes a significant number of bicycle, taxi and pedicab trips, generally associated with the more developed areas outside the area of the Proposed Activities. Bicycle trips take place throughout the downtown area and utilize the existing roadway system with no specifically designated routes or facilities. Taxi trips are generally focused on the hotel corridor along Harbor Drive and the various office/commercial districts in Centre City. Pedicabs are most prevalent in the Gaslamp Quarter. They also provide service to hotels and tourist destinations through Centre City, such as Seaport Village.

### **5.2.2 Significance Criteria**

Criteria for determining the significance of impacts related to the Ballpark and Ancillary Development Projects were based upon the City of San Diego's Traffic Impact Study Manual (TISM). This manual provides generalized guidance in identifying traffic impacts in typical urban and suburban settings throughout the City. Because of the unique nature of the downtown area (high levels of activity and mix of transportation modes), the criteria utilized in the TISM were determined, in consultation with staff from the City of San Diego's Transportation Planning Section, to represent unreasonably low thresholds for determining significance. Level of Service E was identified as the minimum acceptable LOS for the roadway system in the downtown area. Level of Service D was identified as the minimum acceptable LOS for roadway segments in the adjacent neighborhoods.

Impacts related to the Ballpark and Ancillary Development Projects include two types:

- Direct impacts are those projected to occur at the time the proposed Ballpark and Ancillary Development Projects would become operational (2002), including other developments that are not presently operational but are anticipated to be at that time.
- Cumulative impacts are those projected to occur after the proposed Ballpark and Ancillary Development Projects become operational under planned Centre City buildout conditions in 2020.

#### **5.2.2.1 Traffic Circulation**

For purposes of this study, Level of Service E or better is considered adequate for freeway segments and ramps, roadway segments and intersections in the downtown sub-area of the traffic study area, under both near-term 2002 and cumulative buildout conditions. For freeway on-ramps, delays of five minutes or less are considered adequate under both near-term 2002 and cumulative buildout conditions.

If an intersection affected by the Ballpark and Ancillary Development Projects would degrade from an adequate Level of Service (E or better) to Level of Service F, under either near-term 2002 or cumulative buildout conditions, the impact is considered significant. If any freeway on-

ramp affected by the Ballpark and Ancillary Development Projects would degrade from an adequate level of delay (five minutes or less) to an inadequate level (greater than five minutes), under either near-term 2002 or cumulative buildout conditions, the impact is considered significant.

Additionally, for intersections affected by the Ballpark and Ancillary Development Projects that operate at Level of Service F without the Ballpark and Ancillary Development Projects, the impact is considered significant under either near-term 2002 or cumulative buildout conditions if the Ballpark and Ancillary Development Projects would increase delay times by more than 2.0 seconds.

For any freeway segment affected by the Ballpark and Ancillary Development Projects, the impact is considered significant under either near-term 2002 or buildout conditions if the Ballpark and Ancillary Development Projects would increase the V/C ratio by more than 0.02.

For any freeway on-ramp that would operate with greater than 5.0 minutes delay without the Ballpark and Ancillary Development Projects, the impact is considered significant under either near-term 2002 or cumulative buildout conditions, if the Ballpark and Ancillary Development Projects would cause delay to increase by more than 60 seconds.

For any freeway off-ramp affected by the Ballpark and Ancillary Development Projects, the impact would be significant under either near-term 2002 or cumulative buildout conditions if the Ballpark and Ancillary Development Projects causes substantial vehicle queuing or back-up to extend onto the freeway mainline or substantially increases any existing mainline queue.

For roadway segments in the adjacent neighborhood areas, LOS D is considered the minimum acceptable operating threshold. If the Ballpark and Ancillary Development Projects would cause a roadway segment to degrade from LOS D or better to LOS E or LOS F during peak hours, the impact is considered significant.

#### **5.2.2.2 Parking**

For purposes of this SEIR, parking impacts related to the Ballpark and Ancillary Development Projects are considered significant if the existing and planned parking supply would not be sufficient to meet projected parking demands under either near-term 2002 or cumulative buildout conditions.

#### **5.2.2.3 Transit**

For purposes of this SEIR, transit impacts are considered significant if existing and planned transit services affected by the Ballpark and Ancillary Development Projects would operate above maximum standing throughput capacity under either near-term 2002 or cumulative buildout conditions.

#### **5.2.2.4 Pedestrian Circulation**

For purposes of this SEIR, pedestrian circulation impacts are considered significant, under either near-term 2002 or cumulative buildout conditions, if existing and planned pedestrian facilities affected by the Ballpark and Ancillary Development Projects would be inadequate to safely and efficiently handle projected pedestrian demands, due to either limited capacity or potential conflicts with other travel modes, such as vehicular traffic and the Trolley.

#### **5.2.2.5 Bicycle, Taxi and Pedicab Circulation**

For purposes of this SEIR, bicycle, taxi and pedicab circulation impacts related to the Ballpark and Ancillary Development Projects are considered significant, under either near-term 2002 or cumulative buildout conditions, if existing and planned bicycle, taxi, and pedicab facilities would be inadequate to safely and efficiently handle projected demands due to either limited capacity or potential conflicts with other travel modes, such as vehicular traffic and pedestrians.

### **5.2.3 Environmental Impacts**

#### **5.2.3.1 Ballpark and Ancillary Development Projects (Non-Event)**

##### Traffic Circulation

##### ***Ballpark and Ancillary Development Projects (Non-Event) Trip Generation***

Table 5.2-12 provides a summary of the daily trips to be generated by the Ballpark and Ancillary Development Projects, exclusive of event traffic at the ballpark.

The land uses identified in Table 5.2-12 were prepared to provide a basis for analysis. The Memorandum of Understanding between the City of San Diego, the Redevelopment Agency of San Diego, CCDC and the San Diego Padres specifies that the Ancillary Development must include a minimum of specific land uses but allows for other land uses with a comparable level and mix of tax revenue generation. While the planned mix and intensity of land uses may vary from that shown, the land uses assumed for this traffic study represent maximum development and provide an appropriate basis for a conservative, worst-case analysis.

##### ***Basis of Analysis (Non-Event)***

The analysis of the non-event scenarios reviewed near-term 2002 and cumulative buildout conditions both with and without the Ballpark and Ancillary Development Projects. The following non-event scenarios were analyzed:

- Year 2002 conditions without the Ballpark and Ancillary Development Projects;
- Year 2002 conditions with the Ballpark and Ancillary Development Projects;



- Centre City cumulative buildout conditions without the Ballpark and Ancillary Development Projects; and
- Centre City cumulative buildout conditions with the Ballpark and Ancillary Development Projects.

**TABLE 5.2-12**  
**Ballpark & Ancillary Development Projects**  
**Daily Vehicle Trip Generation, Non-Event**

	Maximum Land Use <sup>1</sup>		Trip Generation	
	Intensity	Units	Rate <sup>2</sup>	Daily Trips
<b>Ballpark Project</b>				
Office	50,000 <sup>4</sup>	SF	3	810
Retail	366,000 <sup>4</sup>	SF	18	6,588
Residential/Lofts	177	Units	4	708
			<b>Subtotal</b>	<b>8,106</b>
<b>Phase I Ancillary Development Projects</b>				
Office	1,050,000	SF	3	8,090
Retail	195,000	SF	28	5,460
Long-Term Hotel	200	Rooms	7	1,400
Hotel	900	Rooms	8	7,200
Residential/Lofts	25	Units	4	100
			<b>Subtotal</b>	<b>22,250</b>
			<b>2002 Development Totals</b>	<b>30,356</b>
<b>Phase II Ancillary Development Projects</b>				
Office	700,000	SF	3	5,954
Retail	30,000	SF	28	840
			<b>Phase II Subtotal</b>	<b>6,794</b>
			<b>Project Total</b>	<b>37,150</b>

<sup>1</sup> Source: Ballpark Planning Area, Summary of Development Projects, 10/8/98. Land uses may change as long as overall project trip generation is not exceeded.

<sup>2</sup> Source: City of San Diego, Trip Generation Rates for Centre City

<sup>3</sup> Office Trip Generation Rate = 0.81 [Ln (t) = 0.756 Ln (x) + 3.95]

<sup>4</sup> Different from current proposal for 200,000 SF of retail and 200,000 SF of commercial. However, the overall change in number of trips does not change the impact analyses. Further, it reflects the fact that land use mix is allowed to change.

SF = Square Feet

Rates are per room, unit, or 1,000 SF

Source: BRW, Inc. April 1999.

By comparison of traffic conditions under both with- and without-Ballpark and Ancillary Development Projects scenarios for both near-term and cumulative buildout conditions, this analysis provided the basis for identification of both direct and cumulative impacts. The analysis of event (e.g., baseball game or concert) traffic volumes is described in Section 5.2.3.2.

The traffic impact analyses focused on the AM and PM peak hours, in recognition that the traffic impacts would be greatest during these periods. The analysis was based on the determination of Level of Service and identification of deficiencies for freeway segments/ramps, roadway segments, and key intersections.

### ***Future Proposed Without-Ballpark and Ancillary Development Projects Traffic Volumes***

In order to assess the impact of the additional trips generated by the Ballpark and Ancillary Development Projects, trips generated by the Ballpark and Ancillary Development Projects were added to traffic volumes anticipated for the near-term (2002) and long-term (buildout) analysis timeframes. Estimates of without-Ballpark and Ancillary Development Projects traffic volumes were derived via the San Diego Association of Governments (SANDAG) Regional Transportation Model, which is used throughout San Diego County for predicting traffic volumes. Specifically, the model's land use data was modified to include new, unrelated development expected to be in place prior to completion of the proposed Ballpark and Ancillary Development Projects in each of the analysis timeframes.

Specific developments in Centre City were assumed to be completed within the year 2002 time horizon and prior to opening of the Ballpark Project and Phase I Ancillary Development Projects. These developments are listed in Table 6.1-1 of this SEIR. The total daily traffic estimated for these developments is approximately 75,600 vehicle trips. This information was included in the SANDAG near-term 2002 model runs to derive the near-term "without-Ballpark and Ancillary Development Projects" traffic volumes in the traffic study area.

To determine the longer-term cumulative buildout traffic volumes, the projected land use data in the SANDAG model was further modified to include additional Centre City buildout developments consistent with the MEIR. The 1992 MEIR included a series of block-by-block land use assumptions intended to provide an estimate of the ultimate development capacity of Centre City based on the 1992 Centre City Community Plan and Planned District Ordinance. This block-by-block development forecast was used for the cumulative buildout analysis for Centre City traffic conditions in order to provide consistency with the 1992 MEIR. The SANDAG traffic model roadway network was also modified to include the planned Centre City roadway network improvements as identified in the 1992 MEIR. These modifications include capacity enhancements through peak period parking restrictions, conversion of streets from one-way to two-way travel, and closure of certain streets to vehicular travel. Table 5.2-13 provides a summary of these roadway modifications.

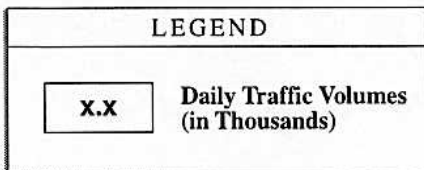
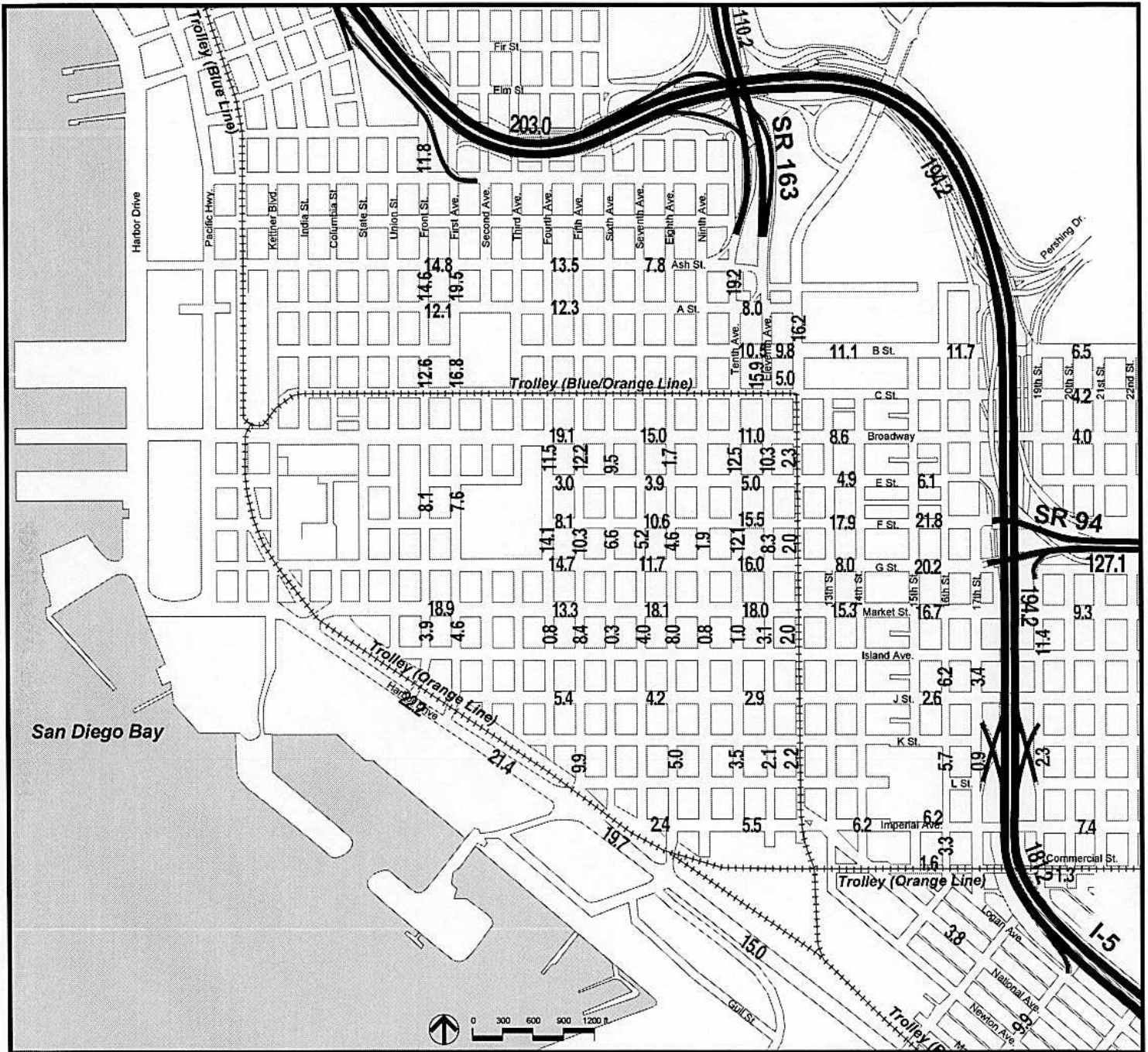
Roadway segment volumes for the without-Ballpark and Ancillary Development Projects condition are depicted in Figures 5.2-7 and 5.2-8 for the near-term 2002 Centre City buildout timeframes, respectively. Detailed AM and PM peak hour intersection turn movements were derived from the growth in traffic volumes as depicted by the SANDAG traffic model for the near-term 2002 and cumulative buildout without-Ballpark and Ancillary Development Projects conditions.

**TABLE 5.2-13**  
**MEIR Changes in Centre City Roadway Geometry**  
**Cumulative Buildout Condition**

Street	Segment	Existing Number of Lanes	Future Number of Lanes	Notes
Beech Street	Front St. – Tenth Ave.	3 WB	3 WB	Peak hour parking restrictions.

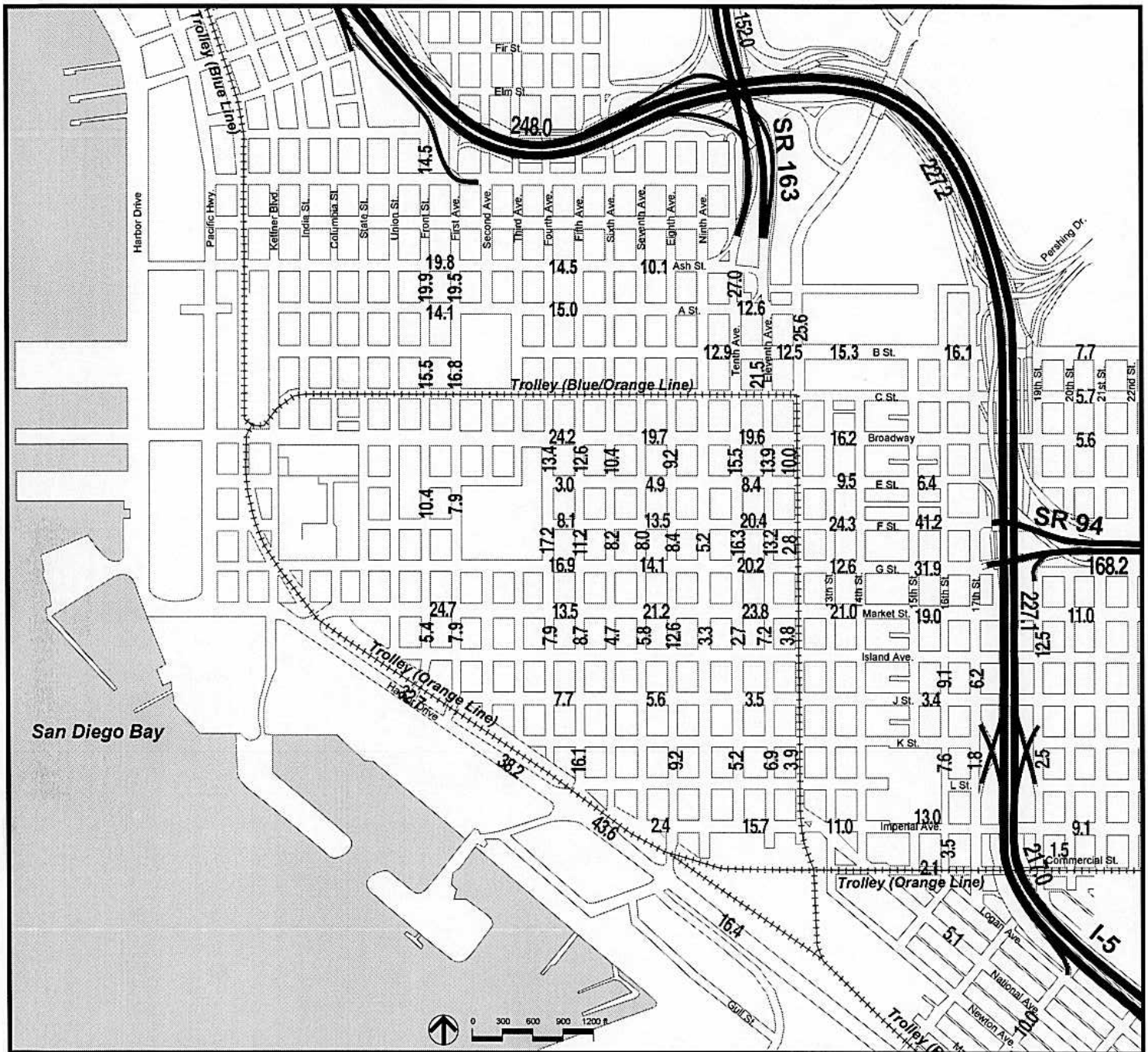
<b>A Street</b>	First Ave. - Tenth Ave.	3 EB	4 EB	Peak hour parking restrictions.
	Eleventh Ave. - Twelfth Ave.	3 EB	4 EB	Peak hour parking restrictions.
<b>B Street</b>	Third Ave. - Seventeenth St.	3 WB	4 WB	Peak hour parking restrictions.
<b>C Street</b>	Ninth Ave. - Twelfth Ave.	2 EB	0 EB	Ban access to private vehicles.
<b>E Street</b>	Eleventh Ave. - Thirteenth Ave.	3 EB	1 EB, 1 WB	Restripe and change direction.
<b>F Street</b>	Fourth Ave. - Seventeenth St.	3 WB	4 WB	Peak hour parking restrictions.
<b>G Street</b>	Fourth Ave. - Seventeenth St.	3 EB	4 EB	Peak hour parking restrictions.
<b>Market Street</b>	Columbia St. - Seventeenth St.	2 EB, 2 WB	2 EB, 3 WB	Restripe and ban parking.
<b>Fourth Avenue</b>	Ash St. - Market St.	3 SB	4 SB	Peak hour parking restrictions.
	Market St. - Island St.	2 SB	4 SB	Restripe and peak hour parking restrictions.
	Island St. - J St.	1 NB, 1 SB	4 SB	Restripe, change direction, and ban parking during peak hours.
<b>Fifth Avenue</b>	Broadway - Market St.	3 NB	2 NB	Restripe.
<b>Sixth Avenue</b>	Market St. - Island Ave.	3 SB	1 NB, 1 SB	Restripe and change direction.
<b>Seventh Avenue</b>	Ash St. - Market St.	3 NB	2NB, 2 SB	Restripe, change direction, and ban parking.
	Market St. - Imperial	1 NB, 1 SB	2 NB, 2 SB	Ban parking.
<b>Eighth Avenue</b>	Ash St. - Market St.	3 SB	2 NB, 2 SB	Restripe, change direction, and ban parking.
<b>Ninth Avenue</b>	A St. - Market St.	3 NB	1 NB, 1 SB	Restripe and change direction.
<b>Tenth Avenue</b>	Ash St. - Broadway	3 SB	4 SB	Peak hour parking restrictions.
	Island Ave. - Imperial Ave.	1 NB, 1 SB	3 SB	Restripe and change direction.
<b>Eleventh Avenue</b>	A St. - Broadway	3 NB	4 NB	Peak hour parking restrictions.
	Island Ave. - Imperial Ave.	1 NB, 1 SB	3 NB	Restripe and change direction.
<b>Sixteenth Street</b>	B St. - Imperial Ave.	1 NB, 1 SB	2 NB, 2 SB	Restripe.

Source: Centre City Redevelopment Plan MEIR, 1992.



Source: SANDAG Model Run and BRW, Inc; June 1998

Near-Term 2002 Traffic Volumes  
Without Ballpark and Ancillary Development Projects. Figure 5.2-7



#### LEGEND

X.X

Daily Traffic Volumes  
(in Thousands)



Not to Scale

Source: SANDAG Model Run and BRW, Inc; June 1998

Cumulative Buildout Traffic Volumes  
Without Ballpark and Ancillary Development Projects \_\_\_\_\_ Figure 5.2-8

**Table 5.2-14**  
**Changes With Ballpark Project Implementation**  
**Year 2002 Conditions**

Street	Segment	Existing Conditions	Future Conditions (With Implementation in Year 2002)	Notes
Eighth Avenue	South of J Street	2 NB Lanes, 2 SB Lanes	Closure of the street	Street right-of-way required for site development
Ninth Avenue	South of J Street	1 NB Lane, 1 SB Lane	Closure of the street	Street right-of-way required for site development
Tenth Avenue	South of K Street	1 NB Lane, 1 SB Lane	3 SB Lanes	Redesigned to connect to new Park Boulevard
Eleventh Avenue	South of K Street	1 NB Lane, 1 SB Lane	3 NB Lanes	Redesigned to connect to new Park Boulevard
Twelfth Avenue	K Street to Imperial	1 NB Lane, 1 SB Lane	Closure of street	Replaced by Park Blvd. diagonal, Trolley to remain
K Street	Seventh Avenue to Tenth Avenue	1 EB Lane, 1 WB Lane	Closure of the street	Street right-of-way required for site development
	Eleventh Avenue to Twelfth Avenue	1 EB Lane, 1 WB Lane	Closure of the street	Street right-of-way required for site development
L Street	Seventh Avenue to Thirteenth Avenue	1 EB Lane, 1 WB Lane	Closure of the street	Street right-of-way required for site development
Imperial Avenue	Seventh Avenue to Tenth Avenue	2 EB Lanes, 2 WB Lanes	Closure of the street	Street right-of-way required for site development
Park Boulevard	Twelfth Avenue to Harbor Drive	N/A	2 NB Lanes, 2 SB Lanes	New diagonal street
Access Road	6 <sup>th</sup> Avenue to Park Avenue	N/A	1 EB lane, 1 WB lane No Parking	Provide ballpark access.

Source: San Diego Padres, January 1999.

### ***Future With Ballpark and Ancillary Development Projects Traffic Volumes***

A similar process to that described above was used to determine the “With-Ballpark and Ancillary Development Projects” traffic volumes for the near-term 2002 and Centre City buildout timeframes. Specifically, the near-term 2002 and cumulative buildout without-Ballpark and Ancillary Development Projects SANDAG Transportation model runs were modified to incorporate the Ballpark Project (Non-Event) and Ancillary Development Projects, as described in Table 5.2-12.

With implementation of the Ballpark and Ancillary Development Projects, the roadway network within the Ballpark Project Area would be modified. Table 5.2-14 provides a summary of the proposed roadway modifications.

In addition to proposed Ballpark and Ancillary Development Projects, a series of other activities were also included in the with-Ballpark and Ancillary Development Projects model runs. These developments were not included in Table 6.1-1, as no development applications have been approved or submitted. While these other activities are not part of the Ballpark and Ancillary Development Projects, they are considered likely to occur in conjunction with the Ballpark and Ancillary Development Projects, and were addressed to ensure a conservative, worst-case analysis. Table 5.2-15 summarizes these “Other Activities.”

**TABLE 5.2-15**  
**Other Activities Daily Vehicle Trip Generations**

	Land Use <sup>1</sup>		Centre City	
	Intensity	Units	Rate <sup>2</sup>	Daily Trips
<b><i>Other Activities (Near-Term 2002)</i></b>				
Retail	510,000	SF	28	14,280
Hotel	150	Rooms	8	1,200
Residential/Lofts	625	Units	4	2,500
			<b>Total</b>	<b>17,980</b>
<b><i>Other Activities (Buildout)</i></b>				
Office	1,050,000	SF	<sup>3</sup>	8,090
Retail	20,000	SF	28	560
Residential/Lofts	40	Units	4	160
			<b>Total</b>	<b>8,810</b>

<sup>1</sup> Source: Ballpark Planning Area, Summary of Development Projects, 10/8/98

<sup>2</sup> Source: City of San Diego, Trip Generation Rates for Centre City

<sup>3</sup> Office Trip Generation Rate =  $0.81 [\ln(T) = 0.756 \ln(x) + 3.95]$

SF = Square Feet

Rates are per room, unit, or 1,000 SF

Source: BRW, Inc., April 1999.

The with-Ballpark and Ancillary Development Projects volumes are displayed in Figures 5.2-9 and 5.2-10 for the near-term 2002 and Centre City buildout conditions, respectively. Detailed AM and PM peak hour intersection turn movements were derived for the cumulative buildout timeframe from the growth in traffic volumes depicted by the SANDAG traffic model.

### ***Identification of Deficiencies and Significant Impacts Related to the Ballpark and Ancillary Development Projects***

The following provides a discussion of freeway segment, freeway ramp, roadway segment and intersection operations under non-event 2002 and cumulative buildout conditions. Traffic study area deficiencies and significant impacts related to the Ballpark and Ancillary Development Projects are identified.

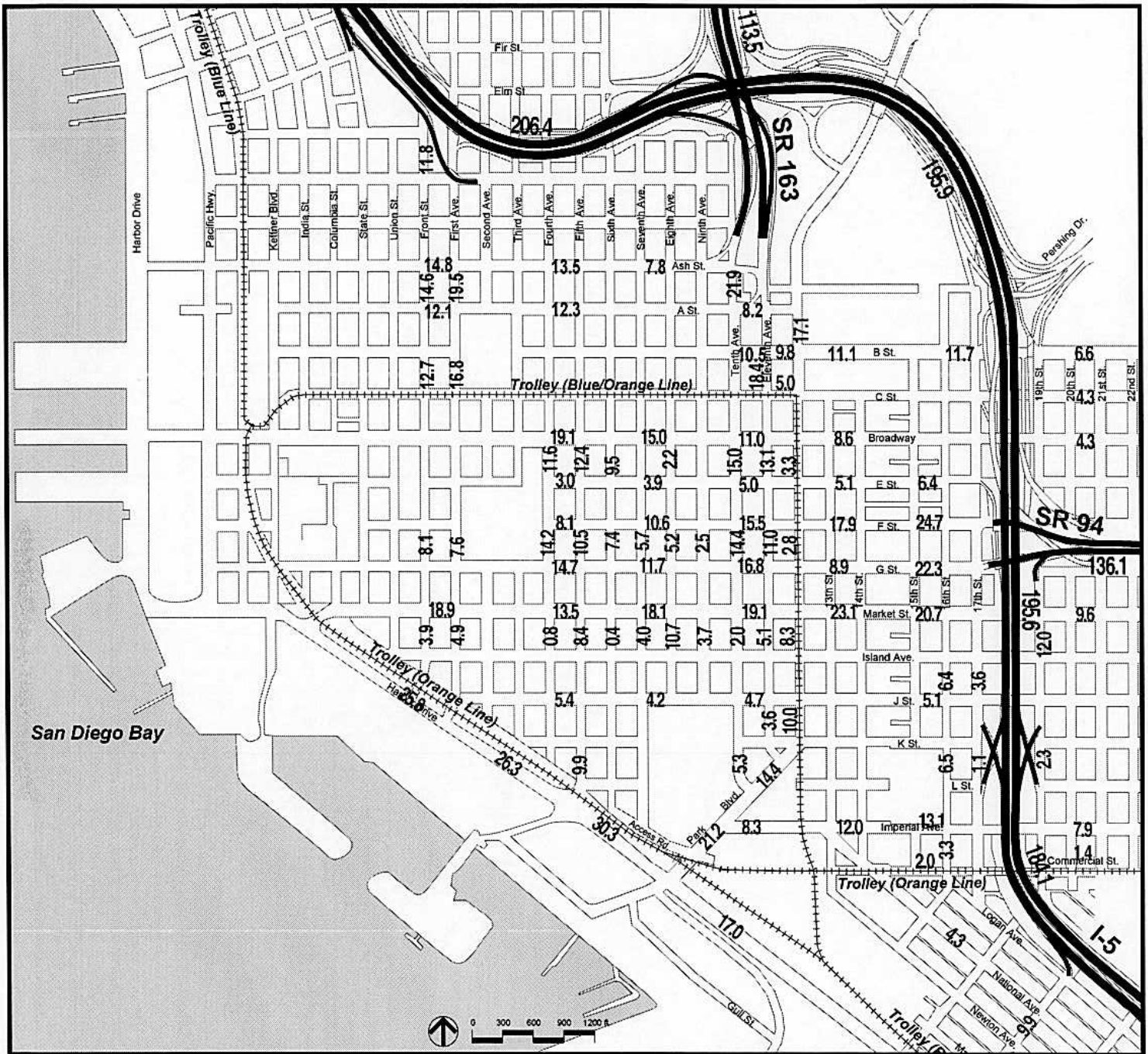
#### ***Freeway Segment Analysis (Non-Event)***

Tables 5.2-16 and 5.2-17 summarize the results of the freeway segment analysis for the near-term 2002 and cumulative buildout scenarios, under with- and without-project conditions.

As indicated in Table 5.2-16, the following freeway segments would operate at unacceptable Level of Service F under 2002 without-Ballpark and Ancillary Development Projects conditions:

- I-5 between I-8 and Washington Street;
- I-5 between Washington Street and Laurel Street;





# LEGEND

X.X

Daily Traffic Volumes  
(in Thousands)

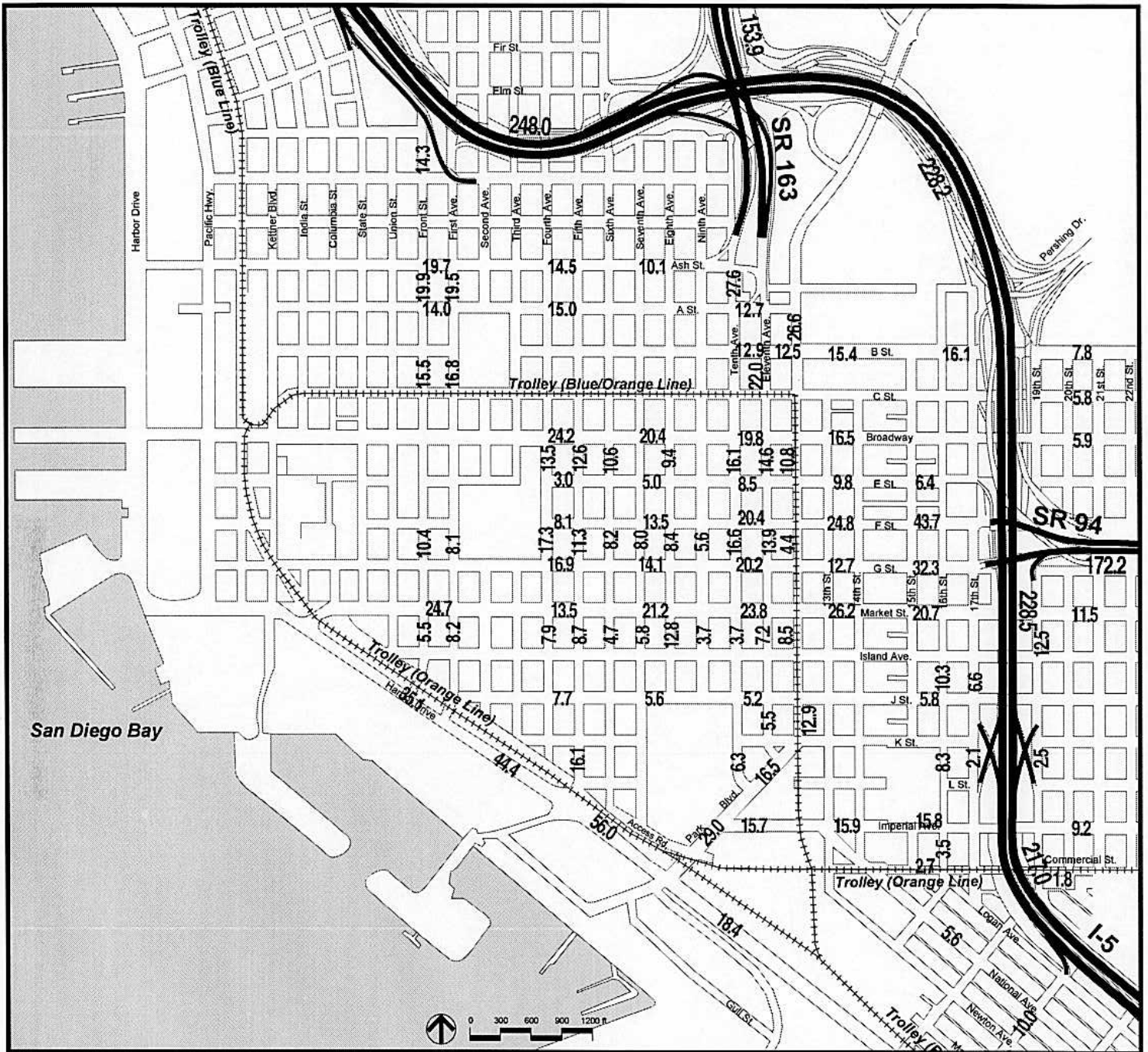


Not to Scale

Source: SANDAG Model Run and BRW, Inc; June 1998

Near-Term 2002 Traffic Volumes  
With Ballpark and Ancillary Development Projects (Non-Event) \_\_\_\_\_ Figure 5.2-9





#### LEGEND

X.X

Daily Traffic Volumes  
(in Thousands)



Not to Scale

Source: SANDAG Model Run and BRW, Inc; June 1998

Cumulative Buildout Traffic Volumes  
With Ballpark and Ancillary Development Projects (Non-Event) \_\_\_\_\_ Figure 5.2-10

**TABLE 5.2-16**  
**Summary of Freeway Analyses Year 2002 (Non-Event)**  
**Based on Average Daily Traffic (ADT) Volumes,**  
**Volume-to-Capacity Ratios (V/C), and Level of Service (LOS)**

Route	Limits	# of	2002 Without-Ballprk/Anc. Dev.		2002 With-Ballprk/Anc. Dev.		Significant Project Impact <sup>(1)</sup>	Type of Impact <sup>(1)</sup>
		Lanes (By Direction)	ADT	V/C [LOS]	ADT	V/C [LOS]		
I-5	I-8 to Washington	5	190,800	1.08 [F(0)]	192,900	1.09 [F(0)]	No	N/A
	Washington to Laurel	5	198,000	1.08 [F(0)]	200,600	1.10 [F(0)]	No	N/A
	Laurel to SR-163	5	203,000	1.11 [F(0)]	206,400	1.13 [F(0)]	No	N/A
	SR-163 to SR-94	6	194,200	0.98 [E]	195,900	0.99 [E]	No	N/A
	SR-94 to Imperial	5	194,200	1.09 [F(0)]	195,600	1.10 [F(0)]	No	N/A
	Imperial to Crosby	5	181,200	0.95 [E]	184,100	0.96 [E]	No	N/A
	Crosby to 28th Street	5	167,700	0.88 [D]	169,800	0.89 [D]	No	N/A
SR-163	I-8 to Washington	4	178,800	1.36 [F(2)]	181,300	1.38 [F(2)]	No	N/A
	Washington to I-5	2	110,200	1.25 [F(0)]	113,500	1.28 [F(1)]	Yes <sup>(2)</sup>	Direct
SR-94	I-15 to 28th Street	4	139,600	1.02 [F(0)]	148,100	1.08 [F(0)]	Yes <sup>(2)</sup>	Direct
	28th St to 17th St	4	127,100	1.16 [F(0)]	136,100	1.25 [F(0)]	Yes <sup>(2)</sup>	Direct

Notes: N/A Not Applicable.

- (1) Ballpark and Ancillary Development Projects Traffic-Related Significance Threshold Criteria presented in Section 5.2.2  
(2) “Yes” indicates that the addition of traffic generated by the Ballpark and Ancillary Development Projects would result in a significant direct impact related to the Ballpark and Ancillary Development Projects under the near-term 2002 timeframe.

Source: BRW, Inc., April 1999.

**TABLE 5.2-17**  
**Summary of Freeway Analyses Cumulative Buildout Conditions**  
**Based on Average Daily Traffic (ADT) Volumes, Volume-to-Capacity Ratios (V/C),**  
**and Level of Service (LOS)**

Route	Limits	# of	Buildout Without-Ballprk/Anc. Dev.		Buildout With-Ballprk/Anc. Dev.		Significant Project Impact <sup>(1)</sup>	Type of Impact <sup>(1)</sup>
		Lanes (By Direction)	ADT	V/C [LOS]	ADT	V/C [LOS]		
I-5	I-8 to Washington	5	235,900	1.34 [F(1)]	236,000	1.34 [F(1)]	No	N/A
	Washington to Laurel	5	238,000	1.30 [F(1)]	238,000	1.30 [F(1)]	No	N/A
	Laurel to SR-163	5	248,000	1.36 [F(2)]	248,000	1.36 [F(2)]	No	N/A
	SR-163 to SR-94	6	227,200	1.15 [F(0)]	228,200	1.15 [F(0)]	No	N/A
	SR-94 to Imperial	5	227,100	1.28 [F(1)]	228,500	1.29 [F(1)]	No	N/A
	Imperial to Crosby	5	217,000	1.14 [F(0)]	217,000	1.14 [F(0)]	No	N/A
	Crosby to 28th Street	5	202,100	1.06 [F(0)]	203,300	1.06 [F(0)]	No	N/A
SR-163	I-8 to Washington	4	225,200	1.71 [F(3)]	226,500	1.72 [F(3)]	No	N/A
	Washington to I-5	2	152,000	1.72 [F(3)]	153,900	1.74 [F(3)]	No	N/A
SR-94	I-15 to 28th Street	4	183,800	1.35 [F(1)]	187,200	1.37 [F(2)]	No	N/A
	28th St to 17th St	4	168,200	1.54 [F(3)]	172,200	1.58 [F(3)]	Yes <sup>(2)</sup>	Cumulative

Notes: N/A Not Applicable.

- (1) Ballpark and Ancillary Development Projects Traffic-Related Significance Threshold Criteria presented in Section 5.2.2.  
(2) “Yes” indicates that the addition of traffic generated by the Ballpark and Ancillary Development Projects would result in a significant cumulative impact under the long-term, cumulative buildout timeframe.

Source: BRW, Inc., April 1999.

- I-5 between Laurel Street and SR-163;
- I-5 between SR-94 and Imperial;
- SR-163 between I-8 and Washington Street;
- SR-163 between Washington Street and I-5;
- SR-94 between I-15 and 28<sup>th</sup> Street; and
- SR-94 between 28<sup>th</sup> Street and 17<sup>th</sup> Street.

As shown in Table 5.2-16, the addition of traffic generated by the Ballpark and Ancillary Development Projects- would not result in any additional freeway segments degrading to Level of Service F.

The following freeway segments would, however, experience an increase in volume to capacity (V/C) ratio in excess of the 0.02 standard established by the City of San Diego and Caltrans:

- SR-163, from Washington Street to I-5;
- SR-94, from I-15 to 28<sup>th</sup> Street; and
- SR-94, from 28<sup>th</sup> Street to 17<sup>th</sup> Street.

Based on the significance threshold criteria, these freeway segments would experience a significant “direct” impact as a result of implementation of the Ballpark and Ancillary Development Projects.

As shown in Table 5.2-17, all of the analyzed freeway segments would operate at unacceptable Level of Service F in the cumulative buildout timeframe, both without and with the Ballpark and Ancillary Development Projects.

The section of SR-94 between 28<sup>th</sup> Street and 17<sup>th</sup> Street would experience an increase in the V/C ratio of 0.04 with the addition of trips related to the Ballpark and Ancillary Development Projects. This exceeds the (0.02) threshold established by the City of San Diego and Caltrans. Because this impact is not projected to occur until the cumulative buildout timeframe, this impact is categorized as a significant “cumulative” impact. No additional freeway segments would experience significant impacts in the cumulative buildout timeframe.

### ***Freeway On-Ramp Analysis (Non-Event)***

Table 5.2-18 identifies the location of currently metered freeway on-ramps and new meter installations which were assumed to be in place for the near-term 2002 analysis, as indicated by Caltrans.

For the analysis of both near- and long-term conditions at the on-ramp locations identified above, the ramp meter flow rate assumptions provided by Caltrans formed the basis of the calculation of future peak hour operations.

It should be recognized that the estimated future year flow rates are based primarily on existing demand volumes at the unmetered locations. Due to the underdeveloped nature of current land uses within the Centre City East area (adjacent to these on-ramp facilities), current peak hour demand volumes are relatively low in comparison to those at other on-ramps serving Centre City. As a result, the Caltrans estimates of future ramp meter flow rates are correspondingly low and result in a very conservative worst-case analysis. Additionally, the future flow rate estimates do not reflect adjustment to balancing of flow rates (to equalize delays at adjacent interchanges) throughout the downtown area. Periodically adjusting flow rates (where feasible) to reduce balance wait times based on available freeway capacity, would minimize freeway access delays for travelers exiting Centre City would prevent out of direction travel on local arterials and collector facilities serving the downtown area, eliminating any advantage from traveling longer distances on local streets to access other on-ramps with perceived lower levels of delay.

**TABLE 5.2-18**  
**Future Freeway On-Ramp Metered Flow Rates**

On-Ramp Location	Ramp Meter Operational Stations		Future Meter Rates	
	Currently In-Place	Future Installation	AM	PM
E Street to southbound I-5		X	500	360
G Street to eastbound SR-94	X		2,512	2,512
19 <sup>th</sup> Street to eastbound SR-94	X		837	837
J Street to southbound I-5		X	280	450
Imperial Avenue to northbound I-5		X	550	640

Source: BRW, Inc.; Caltrans, April 1999.

Table 5.2-19 summarizes the results of the freeway on-ramp analysis for the near-term 2002 and cumulative buildout conditions both without and with the Ballpark and Ancillary Development Projects. In 2002, only one of the analyzed on-ramps is projected to have a delay in excess of the five-minute threshold without the Ballpark and Ancillary Development Projects:

- E Street to southbound I-5 (PM Peak Hour).

The addition of traffic resulting from the Ballpark and Ancillary Development Projects in the near-term 2002 timeframe would result in the following additional on-ramps which would experience delays in excess of five minutes:

- J Street to southbound I-5 (AM/PM Peak Hours); and
- Imperial Avenue to northbound I-5 (AM/PM Peak Hours).

Also as shown in Table 5.2-19, under cumulative buildout conditions several on-ramps would experience delays in excess of five minutes under the without-project conditions:

- E Street to southbound I-5 (PM Peak Hour);
- G Street to eastbound SR-94 (PM Peak Hour);
- 19<sup>th</sup> Street to eastbound SR-94 (PM Peak Hour);
- J Street to southbound I-5 (AM/PM Peak Hours); and

- Imperial Avenue to northbound I-5 (AM/PM Peak Hours).

**TABLE 5.2-19**  
**Freeway On-Ramp Metering Delays**

On-Ramp Location	Metering Rates <sup>(1)</sup>		Ramp Volumes		Excess Demand		Delay (minutes)	
	AM	PM	AM	PM	AM	PM	AM	PM
<b><u>2002 Conditions Without-Ballprk/Anc. Dev.</u></b>								
E Street to SB I-5	500	360	350	422	*	62	*	10.33
G Street to EB SR-94	2,512	2,512	877	2,228	*	*	*	*
19 <sup>th</sup> Street to EB SR-94	837	837	176	532	*	*	*	*
J Street to SB I-5	280	450	284	467	4	17	0.86	2.27
Imperial Ave to NB I-5	550	640	497	625	*	*	*	*
<b><u>2002 Conditions With-Ballprk/Anc. Dev.</u></b>								
E Street to SB I-5	500	360	430	446	*	86	*	14.33
G Street to EB SR-94	2,512	2,512	1,177	2,516	*	4	*	0.10
19 <sup>th</sup> Street to EB SR-94	837	837	176	548	*	*	*	*
J Street to SB I-5	280	450	312	603	32	153	6.86	20.40
Imperial Ave to NB I-5	550	640	683	825	133	185	14.51	17.34
<b><u>Buildout Conditions Without-Ballprk/Anc. Dev.</u></b>								
E Street to SB I-5	500	360	408	482	*	122	*	20.33
G Street to EB SR-94	2,512	2,512	2,029	3,072	*	560	*	13.38
19 <sup>th</sup> Street to EB SR-94	837	837	218	1032	*	195	*	13.98
J Street to SB I-5	280	450	310	595	30	145	6.43	19.33
Imperial Ave to NB I-5	550	640	691	821	141	181	15.38	16.97
<b><u>Buildout Conditions With-Ballprk/Anc. Dev.</u></b>								
E Street to SB I-5	500	360	463	502	*	142	*	23.67
G Street to EB SR-94	2,512	2,512	2,131	3,122	*	610	*	14.57
19 <sup>th</sup> Street to EB SR-94	837	837	218	1034	*	197	*	14.12
J Street to SB I-5	280	450	315	655	35	205	7.5	27.33
Imperial Ave to NB I-5	550	640	815	986	265	346	28.91	**

Notes: \* Demand is less than or equal to meter rate.

\*\* Excessive delay over 30 minutes not reliably measurable.

(1) Ramp Metering rates provided by Caltrans (January 25, 1999).

Source: BRW, Inc., April 1999.

The addition of trips resulting from the Ballpark and Ancillary Development Projects in the cumulative buildout timeframe would cause no additional freeway on-ramps to exceed the five-minute delay threshold. However, compared with the without-Ballpark and Ancillary Development Projects condition, the trips resulting from the Ballpark and Ancillary Development Projects would cause more than 60 seconds of additional delay at the following on-ramps:

- E Street to southbound I-5 (PM Peak Hour);
- G Street to eastbound SR-94 (PM Peak Hour);
- J Street to southbound I-5 (AM/PM Peak Hours); and
- Imperial Avenue to northbound I-5 (AM/PM Peak Hours).

As shown in Table 5.2-20, the addition of trips generated by the Ballpark and Ancillary Development Projects would result in either a significant “direct” impact or a “cumulative” impact on the following on-ramps:

**TABLE 5.2-20**  
**Ballpark and Ancillary Development Projects**  
**Traffic-Related Significance Analysis**  
**Freeway On-Ramps**

Near-Term 2002 Conditions Delay (minutes)								
On-Ramp Location	Without-Ballprk/Anc. Dev.		With-Ballprk/Anc. Dev.		Significant Ballprk/Anc. Dev. Impact <sup>(1)</sup>		Type of Impact <sup>(1)</sup>	
	AM	PM	AM	PM	AM	PM	AM	PM
E Street to SB I-5	*	10.33	*	14.33	No	Yes <sup>(3)</sup>	N/A	Direct
G Street to EB SR-94	*	*	*	0.10	No	No	N/A	N/A
19 <sup>th</sup> Street to EB SR-94	*	*	*	*	No	No	N/A	N/A
J Street to SB I-5	0.86	2.27	6.86	20.40	Yes <sup>(2)</sup>	Yes <sup>(2)</sup>	Direct	Direct
Imperial Ave to NB I-5	*	*	14.51	17.43	Yes <sup>(2)</sup>	Yes <sup>(2)</sup>	Direct	Direct
Long-Term Buildout Conditions Delay (minutes)								
E Street to SB I-5	*	20.33	*	23.67	No	Yes <sup>(3)</sup>	N/A	Cumulative
G Street to EB SR-94	*	13.38	*	14.57	No	Yes <sup>(3)</sup>	N/A	Cumulative
19 <sup>th</sup> Street to EB SR-94	*	13.98	*	14.12	No	No	N/A	N/A
J Street to SB I-5	6.48	19.33	7.50	27.33	Yes <sup>(3)</sup>	Yes <sup>(3)</sup>	Cumulative	Cumulative
Imperial Ave to NB I-5	15.38	16.97	28.91	**	Yes <sup>(3)</sup>	Yes <sup>(3)</sup>	Cumulative	Cumulative

Notes: \* Demand is less than or equal to meter rate.

\*\* Excessive delay over 30 minutes not reliably measurable.

(1) Ballpark and Ancillary Development Projects Traffic-Related Significance Threshold Criteria presented in Section 5.2.2.

(2) Due to a delay in excess of 5.0 minutes with the addition of trips resulting from the Ballpark and Ancillary Development Projects.

(3) Due to an increase of 60 seconds or more in delay with addition of trips resulting from the Ballpark and Ancillary Development Projects to a location with unacceptable delay in excess of 5.0 minutes under the without-Ballpark and Ancillary Development Projects condition.

Source: BRW, Inc., April 1999.

#### *Near-Term 2002 Significant Impacts (Direct)*

- E Street to southbound I-5 (PM Peak Hour);
- J Street to southbound I-5 (AM/PM Peak Hours); and
- Imperial Avenue to northbound I-5 (AM/PM Peak Hours).

#### *Cumulative Buildout Significant Impacts (Cumulative):*

- E Street to SB I-5 (PM Peak Hour);
- G Street to eastbound SR-94 (PM Peak Hour);
- J Street to southbound I-5 (AM/PM Peak Hours); and
- Imperial Avenue to northbound I-5 (AM/PM Peak Hours).

As noted previously, this analysis is conservative and is based upon the unadjusted metered on-ramp flow rates provided by Caltrans. The excessively long delays as shown in this analysis

would likely not occur, due to either adjustment of the flow rates to better match demands or modification of peak hour demands as Centre City motorists adjust their travel behavior.

### ***Freeway Off-Ramp Analysis (Non-Event)***

Analysis of projected queues at the I-5 southbound off-ramp to Imperial Avenue was conducted under near-term 2002 and cumulative buildout conditions, both without and with the Ballpark and Ancillary Development Projects, to determine the extent of traffic queuing and potential for spillback to the I-5 mainline. The analysis focused on the I-5 southbound off-ramp to Imperial Avenue, since the off-ramp is stop-sign controlled at Imperial Avenue. Traffic exiting I-5 northbound to J Street and SR-94 westbound to G Street do not encounter traffic control until they have exited the ramp and traveled a block or more. Analysis of intersections downstream of these ramps indicates acceptable operations of LOS B or better in the near-term 2002 and long-term buildout conditions, both without and with the Ballpark and Ancillary Development Projects.

The storage capacity on the I-5 southbound off-ramp to Imperial Avenue is approximately 1,430 feet. As indicated in Table 5.2-21, the projected queue on this ramp is not expected to exceed this storage capacity under either the without- or with-Ballpark and Ancillary Development Projects condition in the near-term 2002 timeframe. However, under cumulative buildout conditions, the addition of traffic from the Ballpark and Ancillary Development Projects would result in PM peak hour traffic queues that exceed the available storage capacity of the ramp. This is not directly a result of an increase in traffic volumes on the ramp. Rather, it is the result of increased traffic on Imperial Avenue that decreases the number of available gaps in traffic to allow vehicles on southbound 17<sup>th</sup> Street to enter the intersection. Therefore, traffic exiting the I-5 southbound ramp experiences long delays while waiting for a gap on Imperial Avenue. These long delays would result in queuing that extends back to the I-5 mainline lanes. Exceeding the storage capacity of the on-ramp, with potential spillback to the I-5 mainline, represents a significant cumulative traffic impact related to the Ballpark and Ancillary Development Projects.

**TABLE 5.2-21  
Freeway Off-Ramp Queues  
I-5 Southbound to Imperial Avenue**

		Near-Term 2002 Conditions				Long-Term Buildout Conditions			
		Without-Ballprk/Anc. Dev. Vehicles/(Length)		With-Ballprk/Anc. Dev. Vehicles/(Length)		Without-Ballprk/Anc. Dev. Vehicles/(Length)		With-Ballprk/Anc. Dev. Vehicles/(Length)	
Off-Ramp Location	Ramp Length	AM	PM	AM	PM	AM	PM	AM	PM
I-5 SB to Imperial Ave	1,430 ft.	3/(87 ft)	7/(203 ft)	5/(145 ft)	7/(203 ft)	4/(116 ft)	41/(1,189 ft.)	4/(116 ft)	52/(1,508 ft.)

Source: BRW, Inc., April 1999.

***Roadway Segment Analysis (Non-Event) – Harbor Drive***

Table 5.2-22 summarizes near-term 2002 and cumulative buildout daily roadway segment operations on Harbor Drive under the without- and with-Ballpark and Ancillary Development Projects conditions.

**TABLE 5.2-22**  
**Year 2002 and Buildout Roadway Segment Performance**  
**Harbor Drive**

<b>From/To</b>	<b>Classification</b>	<b>Number of Lanes</b>	<b>LOS E Capacity</b>	<b>2002 Without-Ballprk/Anc. Dev. Volume-V/C-(LOS)</b>	<b>2002 With-Ballprk/Anc. Dev. Volume-V/C-(LOS)</b>	<b>Buildout Without-Ballprk/Anc. Dev. Volume-V/C-(LOS)</b>	<b>Buildout With-Ballprk/Anc. Dev. Volume-V/C-(LOS)</b>
Market St. to 1 <sup>st</sup> Ave.	Major Arterial	4	40,000	22,000/0.55/C	25,800/0.65/C	32,100/0.80/D	38,100/0.95/E
1 <sup>st</sup> Ave. to 5 <sup>th</sup> Ave.	Major Arterial	4	40,000	21,400/0.54/C	26,300/0.66/C	38,200/0.96/E	44,400/1.11/F
5 <sup>th</sup> Ave. to 8 <sup>th</sup> Ave.	Major Arterial	4	40,000	19,700/0.49/B	30,300/0.76/D	43,600/1.09/F	56,000/1.40/F
8 <sup>th</sup> Ave. to Sigsbee St.	Major Arterial	4	40,000	15,000/0.38/A	17,000/0.43/A	16,400/0.41/B	18,400/0.48/B
Sigsbee St. to Crosby St.	Major Arterial	4	40,000	15,000/0.38/A	17,000/0.43/A	16,400/0.41/B	18,400/0.46/B

Source: BRW, Inc., April 1999.

In the near-term 2002 timeframe, none of the analyzed roadway segments would operate at an unacceptable Level of Service without or with the Ballpark and Ancillary Development Projects.

Under cumulative buildout conditions, one section of Harbor Drive would operate at an unacceptable Level of Service F without the Ballpark and Ancillary Development Projects:

- Fifth Avenue to Eighth Avenue.

The addition of traffic resulting from the Ballpark and Ancillary Development Projects would cause one additional segment of Harbor Drive to degrade from LOS E (under buildout without-project) to LOS F:

- First Avenue to Fifth Avenue.

Utilizing the Levels of Service and V/C ratios shown in Table 5.2-22 and the significance criteria established by the City of San Diego, significant traffic impacts related to the Ballpark and Ancillary Development Projects were identified along Harbor Drive as summarized in Table 5.2-23.



**TABLE 5.2-23**  
**Ballpark and Ancillary Development Projects**  
**Traffic-Related Significance Analysis**  
**Harbor Drive Facility**

Significant Ballpark and Ancillary Development Projects Impact (1)			Type of Impact (1)	
From/To	2002 With-Ballpark/Anc. Dev.	Buildout With-Ballpark/Anc. Dev.	2002 With-Ballpark/Anc. Dev.	Buildout With-Ballpark/Anc. Dev.
Market St. to 1 <sup>st</sup> Ave.	No	No	N/A	N/A
1 <sup>st</sup> Ave. to 5 <sup>th</sup> Ave.	No	Yes (2)	N/A	Cumulative
5 <sup>th</sup> Ave. to 8 <sup>th</sup> Ave.	No	Yes (3)	N/A	Cumulative
8 <sup>th</sup> Ave. to Sigsbee St.	No	No	N/A	N/A
Sigsbee St. to Crosby St.	No	No	N/A	N/A

- Notes:
- (1) Project Traffic-Related Significance Threshold Criteria presented in Section 5.2.2.
  - (2) “Yes” indicates that a significant impact resulting from the Ballpark and Ancillary Development Projects would occur due to a reduction in Level of Service from LOS A – E (Without-Ballpark and Ancillary Development Projects) to LOS F (With-Ballpark and Ancillary Development Projects).
  - (3) “Yes” indicates that a significant impact would occur due to an increase in the v/c ratio in excess of 0.02 with the addition of trips resulting from the Ballpark and Ancillary Development Projects.

Source: BRW, Inc., April 1999.

As shown, the addition of trips generated by the Ballpark and Ancillary Development Projects would result in a significant “cumulative” impact on the following sections of Harbor Drive, under long-term buildout conditions:

- First Avenue to Fifth Avenue; and
- Fifth Avenue to Eighth Avenue (Park Boulevard).

### ***Intersection Analysis (Non-Event)***

The near-term 2002 and cumulative buildout without- and with-Ballpark and Ancillary Development Projects traffic volumes were analyzed to determine AM and PM peak hour Levels of Service at the key intersections within the traffic study area. The analysis of peak hour intersection operations provides a more precise indication of the performance of the roadway circulation system, since the functional capacity of roadways is heavily influenced by the ability of the intersections to accommodate peak hour volumes. A summary of the intersection analysis results for the near-term 2002 and cumulative buildout conditions is provided in Tables 5.2-24 and 5.2-25, respectively.

### ***Near-Term 2002 Conditions***

In the year 2002, none of the key intersections within the traffic study area would operate at unacceptable Level of Service F during the AM or PM peak period, either without or with the Ballpark and Ancillary Development Projects. Thus, no significant intersection impacts related to the Ballpark and Ancillary Development Projects would occur under near-term 2002 conditions.

**TABLE 5.2-24**  
**Near-Term 2002 Conditions**  
**Peak Hour Intersection Level of Service (Non-Event)**

Intersection		Without-Ballpark and Ancillary Development Projects				With-Ballpark and Ancillary Development Projects			
		AM		PM		AM		PM	
		Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS
1	A Street & 10 <sup>th</sup>	8.0	B	12.6	B	8.0	B	14.0	B
2	A Street & 11 <sup>th</sup>	6.0	B	9.0	B	6.4	B	10.0	B
3	C Street & 10 <sup>th</sup>	2.8	A	10.3	B	2.3	A	9.8	B
4	C Street & 11 <sup>th</sup>	9.7	B	7.0	B	9.8	B	5.9	B
5	Broadway & 4 <sup>th</sup>	7.6	B	10.7	B	7.7	B	8.3	B
6	Broadway & 5 <sup>th</sup>	7.3	B	8.3	B	7.4	B	6.6	B
7	Broadway & 6 <sup>th</sup>	7.4	B	7.7	B	6.9	B	8.1	B
8	Broadway & 7 <sup>th</sup>	8.1	B	7.1	B	7.9	B	6.9	B
9	Broadway & 10 <sup>th</sup>	9.8	B	6.5	B	10.5	B	6.6	B
10	Broadway & 11 <sup>th</sup>	9.0	B	9.7	B	8.8	B	9.5	B
11	E Street & 10 <sup>th</sup>	5.4	B	7.8	B	5.2	B	7.8	B
12	E Street & 11 <sup>th</sup>	5.5	B	8.9	B	4.6	A	8.4	B
13	E Street & 16 <sup>th</sup>	5.6	B	8.6	B	6.5	B	8.4	B
14	F Street & 6 <sup>th</sup>	3.4	A	3.3	A	5.2	B	3.2	A
15	F Street & 7 <sup>th</sup>	0.9	A	3.0	A	0.9	A	2.6	A
16	F Street & 10 <sup>th</sup>	2.5	A	10.0	B	3.3	A	10.5	B
17	F Street & 11 <sup>th</sup>	1.4	A	2.6	A	1.2	A	2.0	A
18	F Street & 16 <sup>th</sup>	5.4	B	7.5	B	6.0	B	6.9	B
19	G Street & 4 <sup>th</sup>	2.8	A	8.9	B	3.0	A	8.6	B
20	G Street & 6 <sup>th</sup>	4.8	A	7.2	B	5.0	A	7.3	B
21	G Street & 7 <sup>th</sup>	8.5	B	5.7	B	9.7	B	6.3	B
22	G Street & 10 <sup>th</sup>	2.7	A	4.5	A	3.0	A	4.7	A
23	G Street & 11 <sup>th</sup>	3.6	A	4.4	A	4.3	A	3.9	A
24	G Street & 16 <sup>th</sup>	6.0	B	7.4	B	6.5	B	8.3	B
25	G Street & 17 <sup>th</sup>	1.3	A	3.3	A	1.8	A	14.0	B
26	Market & Harbor	27.8	D	24.0	C	24.7	D	25.3	D
27	Market & 4 <sup>th</sup>	6.8	B	4.0	A	6.2	B	4.5	A
28	Market & 6 <sup>th</sup>	4.7	A	2.7	A	4.0	A	3.5	A
29	Market & 7 <sup>th</sup>	3.9	A	3.7	A	3.9	A	3.3	A
30	Market & 10 <sup>th</sup>	5.5	B	3.4	A	5.0	A	2.9	A
31	Market & 11 <sup>th</sup>	4.1	A	6.6	B	4.5	A	3.7	A
32	Market & 19 <sup>th</sup>	9.9	B	8.5	B	9.9	B	7.6	B
33	Harbor & 1 <sup>st</sup>	7.1	B	11.0	B	11.9	B	9.3	B
34	J Street & 17 <sup>th</sup>	1.4	A	1.1	A	2.1	A	2.3	A
35	J Street & 19 <sup>th</sup>	0.1	A	0.2	A	0.1	A	0.3	A
36	Harbor & 5 <sup>th</sup>	27.9	D	18.8	C	16.5	C	13.8	B
37	Harbor & 8 <sup>th</sup> /Park	32.1	D	48.5	E	19.5	C <sup>(1)</sup>	23.1	C <sup>(1)</sup>
38	Imperial & 13 <sup>th</sup>	12.4	B	9.3	B	12.8	B	13.3	B
39	Imperial & 16 <sup>th</sup>	7.4	B	10.2	B	7.9	B	12.7	B
40	Imperial & 17 <sup>th</sup>	1.5	A	2.8	A	1.5	A	2.7	A
41	Imperial & 19 <sup>th</sup>	5.9	B	8.0	B	7.4	B	12.8	B
42	Commercial & 16 <sup>th</sup>	5.8	B	7.0	B	6.0	B	6.5	B
43	Commercial & 19 <sup>th</sup>	8.1	B	8.4	B	9.0	B	7.9	B
44	Crosby & Logan	22.5	C	23.8	C	21.6	C	24.0	C
45	Harbor & Crosby	53.2	E	25.9	D	45.1	E	22.9	C
A	J Street & 6 <sup>th</sup>	N/A	N/A	N/A	N/A	3.8	A	7.0	B
B	J Street & 7 <sup>th</sup>	N/A	N/A	N/A	N/A	11.2	B	7.1	B
C	J Street & 10 <sup>th</sup>	N/A	N/A	N/A	N/A	12.4	B	9.6	B
D	J Street & 11 <sup>th</sup>	N/A	N/A	N/A	N/A	3.1	A	2.2	A
E	Park & Imperial	N/A	N/A	N/A	N/A	4.5	A	35.6	D
F	Park & 10 <sup>th</sup>	N/A	N/A	N/A	N/A	8.1	A	13.9	B
G	Park & 11 <sup>th</sup>	N/A	N/A	N/A	N/A	0.1	A	0.1	A

Note: \* Delay predicted in terms of average stopped delay per vehicle in seconds.

(1) Assumes new geometry at Park Boulevard intersection as proposed in the Park Boulevard Extension roadway improvement plans.

Source: BRW, Inc., April 1999.

**TABLE 5.2-25**  
**Cumulative Buildout Conditions**  
**Peak Hour Intersection Level of Service (Non-Event)**

Intersection		Without-Ballpark and Ancillary Development Projects				With-Ballpark and Ancillary Development Projects			
		AM		PM		AM		PM	
		Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS
1	A Street & 10 <sup>th</sup>	9.3	B	131.9	F	9.2	B	205.9	F
2	A Street & 11 <sup>th</sup>	9.8	B	22.9	C	9.0	B	23.6	C
3	C Street & 10 <sup>th</sup>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	C Street & 11 <sup>th</sup>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5	Broadway & 4 <sup>th</sup>	5.9	B	11.2	B	8.2	B	7.7	B
6	Broadway & 5 <sup>th</sup>	7.0	B	7.7	B	7.4	B	5.7	B
7	Broadway & 6 <sup>th</sup>	7.2	B	7.5	B	6.8	B	7.1	B
8	Broadway & 7 <sup>th</sup>	8.5	B	7.8	B	8.8	B	8.4	B
9	Broadway & 10 <sup>th</sup>	9.9	B	8.8	B	9.3	B	8.5	B
10	Broadway & 11 <sup>th</sup>	9.2	B	9.5	B	9.4	B	11.7	B
11	E Street & 10 <sup>th</sup>	6.5	B	9.4	B	6.5	B	9.5	B
12	E Street & 11 <sup>th</sup>	4.7	A	9.0	B	5.2	B	7.0	B
13	E Street & 16 <sup>th</sup>	4.6	A	9.9	B	5.4	B	9.7	B
14	F Street & 6 <sup>th</sup>	2.2	A	3.9	A	5.3	B	2.8	A
15	F Street & 7 <sup>th</sup>	1.6	A	3.5	A	1.4	A	3.6	A
16	F Street & 10 <sup>th</sup>	3.6	A	10.1	B	4.4	A	9.7	B
17	F Street & 11 <sup>th</sup>	1.7	A	2.6	A	1.9	A	2.0	A
18	F Street & 16 <sup>th</sup>	4.4	A	7.6	B	4.3	A	7.8	B
19	G Street & 4 <sup>th</sup>	3.9	A	7.2	B	4.2	A	7.4	B
20	G Street & 6 <sup>th</sup>	8.6	B	6.9	B	8.1	B	7.0	B
21	G Street & 7 <sup>th</sup>	15.3	C	8.5	B	15.0	B	7.4	B
22	G Street & 10 <sup>th</sup>	2.5	A	6.6	B	3.4	A	6.1	B
23	G Street & 11 <sup>th</sup>	5.8	B	5.1	B	4.9	A	8.2	B
24	G Street & 16 <sup>th</sup>	6.0	B	9.6	B	7.3	B	8.2	B
25	G Street & 17 <sup>th</sup>	12.2	B	2.1	A	10.9	B	2.0	A
26	Market & Harbor	23.1	C	16.8	C	29.1	D	24.2	C
27	Market & 4 <sup>th</sup>	7.4	B	5.0	A	7.3	B	6.2	B
28	Market & 6 <sup>th</sup>	4.1	A	2.1	A	4.4	A	2.7	A
29	Market & 7 <sup>th</sup>	4.6	A	3.6	A	5.4	B	7.3	B
30	Market & 10 <sup>th</sup>	5.8	B	4.0	A	6.9	B	4.2	A
31	Market & 11 <sup>th</sup>	6.4	B	9.2	B	5.4	B	4.2	A
32	Market & 19 <sup>th</sup>	9.9	B	8.7	B	9.7	B	17.8	C
33	Harbor & 1 <sup>st</sup>	22.2	C	9.6	B	21.4	C	14.0	B
34	J Street & 17 <sup>th</sup>	1.7	A	2.2	B	2.2	A	2.2	A
35	J Street & 19 <sup>th</sup>	0.2	A	0.2	A	0.3	A	0.3	A
36	Harbor & 5 <sup>th</sup>	13.3	B	28.1	D	11.6	B	22.8	C
37	Harbor & 8 <sup>th</sup> /Park	29.4	D	113.2	F	18.8	C <sup>(1)</sup>	154.2	F <sup>(1)</sup>
38	Imperial & 13 <sup>th</sup>	12.5	B	11.1	B	11.7	B	12.3	B
39	Imperial & 16 <sup>th</sup>	10.7	B	11.1	B	10.0	B	12.8	B
40	Imperial & 17 <sup>th</sup>	1.8	A	17.0	C	1.6	A	152.5	F
41	Imperial & 19 <sup>th</sup>	8.8	B	25.9	D	8.7	B	39.7	D
42	Commercial & 16 <sup>th</sup>	6.5	B	6.0	B	6.2	B	5.9	B
43	Commercial & 19 <sup>th</sup>	8.7	B	8.7	B	8.2	B	9.4	B
44	Crosby & Logan	21.5	C	22.7	C	21.5	C	23.9	C
45	Harbor & Crosby	31.6	D	17.9	C	30.8	D	14.0	B
A	J Street & 6 <sup>th</sup>	N/A	N/A	N/A	N/A	3.9	A	12.7	B
B	J Street & 7 <sup>th</sup>	N/A	N/A	N/A	N/A	6.3	B	5.8	B
C	J Street & 10 <sup>th</sup>	N/A	N/A	N/A	N/A	9.1	A	3.8	A
D	J Street & 11 <sup>th</sup>	N/A	N/A	N/A	N/A	2.4	A	4.8	A
E	Park & Imperial	N/A	N/A	N/A	N/A	5.6	B	16.5	C
F	Park & 10 <sup>th</sup>	N/A	N/A	N/A	N/A	6.2	B	5.9	B
G	Park & 11 <sup>th</sup>	N/A	N/A	N/A	N/A	0.2	A	0.7	A

Notes: \* Delay predicted in terms of average stopped delay per vehicle in seconds.

(1) Assumes new geometry at Park Boulevard intersection as proposed in the Park Boulevard Extension roadway improvement plans.

Source: BRW, Inc. January 1999.

**It is important to note that this conclusion is based on the assumption that the freeways and associated on-ramps provide sufficient capacity to accommodate the peak hour demand.** Sufficient capacity refers to improvements to the mainline and/or on-ramps, or the balancing of meter flow rates under near-term 2002 conditions, to equalize estimated ramp delays at all on-ramps servicing Centre City.

If sufficient capacity on the freeway mainline or on-ramps is not provided, along with sufficient metered on-ramp flow rates, the queue of vehicles waiting on the on-ramp would spill back through downstream intersections in the vicinity of freeway interchanges under PM peak hour conditions. This condition would occur under both Year 2002 with- and without-Ballpark and Ancillary Development Projects conditions as discussed below:

- **E Street/I-5 Southbound On-Ramp** – Traffic queues under the 2002 without-Ballpark and Ancillary Development Projects condition would extend west along E Street, possibly to 15<sup>th</sup> Street, and north and south along a number of the intersecting streets. Under with-Ballpark and Ancillary Development Projects conditions, queues would extend even further west on E Street toward 14<sup>th</sup> Street.
- **J Street/I-5 Southbound On-Ramp** – Traffic spillback due to ramp metering delays would occur only under with-Ballpark and Ancillary Development Projects conditions at this location. Traffic queues would extend west along J Street, possibly to 15<sup>th</sup> Street, and north and south along a number of intersecting roadways
- **Imperial Avenue/I-5 Northbound On-Ramp** – Traffic spillback due to ramp metering delays would occur only under with-Ballpark and Ancillary Development Projects conditions at this location. Traffic queues would extend along Imperial Avenue west toward 14<sup>th</sup> Street and east past 19<sup>th</sup> Street. Queues would also build on the north-south intersecting roadways, including 16<sup>th</sup> and 17<sup>th</sup> Streets.

#### *Cumulative Buildout Conditions*

The analysis of traffic study area intersection operations under cumulative buildout conditions, as summarized in Table 5.2-25, included roadway modifications as specified in the Centre City Community Plan and Redevelopment Plan MEIR.

In the cumulative buildout timeframe, the following intersections would operate at unacceptable Level of Service F without the Ballpark and Ancillary Development Projects:

- A Street at Tenth Avenue (PM Peak Hour); and
- Harbor Drive at Eighth Avenue (PM Peak Hour).

The addition of trips (non-event) resulting from the Ballpark and Ancillary Development Projects in the buildout condition would result in the following additional intersection degrading to unacceptable Level of Service F:

- 17<sup>th</sup> Street at Imperial Avenue (PM Peak Hour).

The significance of the traffic related to the Ballpark and Ancillary Development Projects at each of the intersections identified above was determined by applying the significance threshold criteria established by the City of San Diego as shown in Table 5.2-26.

**TABLE 5.2-26**  
**Ballpark and Ancillary Development Projects**  
**Traffic-Related Significance Analysis**  
**Cumulative Buildout Intersection Operations**

Intersection	Without-Ballprk/Anc. Dev. PM Peak		With-Ballprk/Anc. Dev. PM Peak		Significant Ballprk/Anc. Dev. Impact <sup>(2)</sup>	Type of Impact
	Delay* (sec.)	LOS	Delay* (sec.)	LOS		
A Street & 10 <sup>th</sup> Avenue	131.9	F	205.9	F	Yes	Cumulative
Harbor Boulevard & 8 <sup>th</sup> Avenue (Park Boulevard) <sup>(1)</sup>	113.2	F	154.2	F	Yes	Cumulative
Imperial Avenue & 17 <sup>th</sup> Street	17.0	C	152.5	F	Yes	Cumulative

Notes: \* Delay predicted in terms of average stopped delay per vehicle in seconds

(1) Assumes planned geometry as proposed in the Park Boulevard Extension roadway improvement plans.

(2) "Yes" indicates that added delay due to trips generated by the Ballpark and Ancillary Development Projects would exceed acceptable delay threshold.

Source: BRW, Inc., April 1999.

As shown in Table 5.2-26, the traffic resulting from the Ballpark and Ancillary Development Projects would result in a significant cumulative impact at each of the affected intersections.

**Again, the conclusions for cumulative buildout intersection Level of Service are based on the assumption that the freeways and associated on-ramps provide sufficient capacity to accommodate the peak hour demand and that ramp metering flow rates are configured to accommodate demand.**

If sufficient capacity on the freeway mainline or on-ramps is not provided, along with sufficient metered on-ramp flow rates, the queue of vehicles waiting on the on-ramp will spill back through downstream intersections in the vicinity of the freeway interchanges under PM peak hour conditions as discussed below:

- **E Street/I-5 Southbound On-Ramp** – Traffic queues under the without-Ballpark and Ancillary Development Projects condition would extend west along E Street, pass 14<sup>th</sup> Street, and north and south along intersecting roadways. The with-Ballpark and Ancillary Development Projects condition would cause minimal additional queuing at this location.

- **G Street/SR-94 Eastbound On-Ramp** – Traffic queues under cumulative buildout without-Ballpark and Ancillary Development Projects conditions would extend west along G Street to 13<sup>th</sup> Street, and possibly along F Street and Market Street, as well as along the intersecting north-south roadways. Under with-Ballpark and Ancillary Development Projects conditions, the queues along G Street would extend as far west as Twelfth Avenue, with additional traffic queues building on Market Street, 13<sup>th</sup>, and 14<sup>th</sup> Streets.
- **J Street/I-5 Southbound On-Ramp** – Traffic spillback at this location due to ramp metering delays would occur under the cumulative buildout without-Ballpark and Ancillary Development Projects condition. These queues would extend west along J Street to 15<sup>th</sup> Street, and east along J Street to 19<sup>th</sup> Street, as well as along the intersecting north-south roadways. The with-Ballpark and Ancillary Development Projects condition would cause additional spillback along J Street, as far west as 14<sup>th</sup> Street, with additional queuing possible on K Street and the intersecting north-south roadways.
- **Imperial Avenue/I-5 Northbound On-Ramp** – Traffic spillback under without-Ballpark and Ancillary Development Projects conditions would occur west along Imperial Avenue to 15<sup>th</sup> Street and east to 19<sup>th</sup> Street, as well as along the intersecting north/south roadways. The with-Ballpark and Ancillary Development Projects condition would result in additional queuing primarily further west along Imperial Avenue, and possibly to Twelfth Avenue.

It is important to recognize that the calculation of potential spillback, under either near-term 2002 or cumulative buildout conditions, is based on an assumed set of ramp meter flow rates developed by Caltrans. These flow rates are based upon existing demand volumes and do not consider the impacts of future demand. As a result, the analysis results should be viewed as conservative and worst-case. In addition, these future flow rate estimates do not reflect balancing of flow rates (to equalize delays at adjacent interchanges) throughout the downtown area. Periodically adjusting flow rates (where feasible) to balance wait times for motorists exiting Centre City would prevent out-of-direction travel on local arterials and collectors serving the downtown, eliminating any competitive advantage to traveling longer distances on local streets to access other on-ramps with perceived lower levels of delay.

### ***Neighborhood Street Impacts (Non-Event)***

The increase in trips to and from Centre City, under both near-term 2002 and buildout with-and without-Ballpark and Ancillary Development Projects conditions, along with projected traffic congestion in and around the major Centre City freeway access points, would likely result in more traffic seeking alternative routes into the downtown area and increased traffic volumes on surface streets serving downtown. Many of these surface streets also traverse the adjacent residential neighborhoods, in addition to serving downtown.

The Ballpark and Ancillary Development Projects, due to its location in the eastern portion of the downtown area, as well as its proximity to Sherman Heights, Golden Hill and Barrio Logan, would result in increased daily traffic volumes on neighborhood arterial and collector streets east

of I-5, most notably Imperial Avenue and Commercial Street. Traffic would also increase on local streets south of Crosby Street, specifically, National Avenue and Harbor Drive. The addition of the Park Boulevard diagonal, along with traffic along SR-163 related to the Ballpark and Ancillary Development Projects, would likely lead to increases in traffic on Pershing Drive as it traverses Balboa Park and the community of North Park.

Table 5.2-27 displays projected PM peak hour volumes (two-way) and resulting Levels of Service on the neighborhood roadway segments serving the downtown area under 2002 without-Ballpark and Ancillary Development Projects and 2002 with-Ballpark and Ancillary Development Projects (non-event) conditions.

**TABLE 5.2-27**  
**Near-Term 2002 Non-Event Level of Service Analysis**  
**Neighborhood Study Area Roadway Segments**

Segment	2002 Without-Ballprk/Anc. Dev.		2002 With-Ballprk/Anc. Dev. (Non-Event)	
	PM Peak Hour	LOS	PM Peak Hour	LOS
Imperial Avenue, east of I-5	740	C	790	C
Market Street, east of I-5	930	A	960	A
Broadway, east of I-5	400	A	430	A
C Street, east of I-5	420	A	430	A
B Street, east of I-5	650	C	660	C
Pershing Drive, north of Florida Street	1,810	C	1,860	C
Commercial Street, east of I-5	130	A	140	A
National Avenue, south of Commercial Street	380	A	430	A
Crosby Street, north of Harbor Drive	980	A	1,000	B
Harbor Drive, east of Eighth Avenue	1,500	B	1,700	B

Source: BRW, Inc., April 1999.

As shown in Table 5.2-27, all neighborhood roadway segments would operate at acceptable Levels of Service under both the 2002 without-Ballpark and Ancillary Development Projects and with-Ballpark and Ancillary Development Projects conditions. Compared with existing conditions as shown in Table 5.2-9, Level of Service would change but not significantly on the following roadway segments:

1. Imperial Avenue, east of I-5, goes from existing LOS B to LOS C under each of the 2002 conditions. Compared with the 2002 without-Ballpark and Ancillary Development Projects, the Ballpark and Ancillary Development Projects would add 50 two-way peak hour trips to this segment.
2. Crosby Street, north of Harbor Drive, goes from LOS A under existing and 2002 without-Ballpark and Ancillary Development Projects conditions to LOS B under 2002 with-Ballpark and Ancillary Development Projects conditions. Compared with the 2002 without-Ballpark and Ancillary Development Projects condition, the Ballpark and Ancillary Development Projects would add 20 two-way peak hour trips to this segment.

- Harbor Drive, east of Eighth Avenue, goes from LOS A under existing conditions to LOS B under 2002 without- and with-Ballpark and Ancillary Development Projects conditions. Compared with the without-Ballpark and Ancillary Development Projects condition, the Ballpark and Ancillary Development Projects would add 200 two-way peak hour trips to this segment.

None of the above Level of Service changes represents a significant direct impact related to the Ballpark and Ancillary Development Projects. While roadway segment volumes would increase within the adjacent residential neighborhoods due to the additional 2002 cumulative developments in addition to the Ballpark and Ancillary Development Projects, volume increases are moderate and well within the capacity of the respective roadway segments. The Ballpark and Ancillary Development Projects under non-event conditions would therefore have no significant impacts on the neighborhood roadway segments for the near-term 2002 timeframe.

Table 5.2-28 displays projected PM peak hour volumes (two-way) and resulting Levels of Service on the neighborhood roadway segments under cumulative buildout without- and with-Ballpark and Ancillary Development Projects conditions.

**TABLE 5.2-28**  
**Cumulative Buildout Non-Event Level of Service Analysis**  
**Neighborhood Traffic Study Area Roadway Segments**

Segment	Buildout Without-Ballprk/Anc. Dev.		Buildout With-Ballprk/Anc. Dev. (Non-Event)	
	PM Peak Hour	LOS	PM Peak Hour	LOS
Imperial Avenue, east of I-5	910	C	920	C
Market Street, east of I-5	1,100	B	1,150	B
Broadway, east of I-5	560	B	590	B
C Street, east of I-5	570	B	580	B
B Street, east of I-5	770	D	780	D
Pershing Drive, north of Florida Street	2,260	D	2,310	D
Commercial Street, east of I-5	150	A	180	A
National Avenue, south of Commercial Street	510	B	560	B
Crosby Street, north of Harbor Drive	990	A	1,020	B
Harbor Drive, east of Eighth Avenue	1,640	B	1,840	B

Source: BRW, Inc., April 1999.

As shown in Table 5.2-28, all vicinity roadway segments would continue to operate at acceptable Levels of Service under the cumulative buildout without-Ballpark and Ancillary Development Projects and with-Ballpark and Ancillary Development Projects conditions. Compared with existing conditions as shown in Table 5.2-9, volumes would increase but not significantly and result in the following Levels of Service changes:

- Imperial Avenue, east of I-5, goes from existing LOS B to LOS C under each of the cumulative buildout conditions. Compared with the without-Ballpark and Ancillary



- Development Projects condition, the Ballpark and Ancillary Development Projects would add 10 two-way peak hour trips to this segment.
2. Market Street, east of I-5, goes from existing LOS A to LOS B under each of the cumulative buildout conditions. Compared with the without-Ballpark and Ancillary Development Projects condition, the Ballpark and Ancillary Development Projects would add 50 two-way peak hour trips to this segment.
  3. Broadway, east of I-5, would go from existing LOS A to LOS B under each of the cumulative buildout conditions. The Ballpark and Ancillary Development Projects would add 30 two-way peak hour trips to the without-Ballpark and Ancillary Development Projects condition.
  4. C Street, east of I-5, would go from existing LOS A to LOS B under each of the cumulative buildout conditions. The Ballpark and Ancillary Development Projects would add 10 two-way peak hour trips to the without-Ballpark and Ancillary Development Projects condition on this segment.
  5. B Street, east of I-5, would go from existing LOS C to LOS D under each of the cumulative buildout conditions. The Ballpark and Ancillary Development Projects would add 10 two-way peak hour trips to the without-Ballpark and Ancillary Development Projects condition on this segment.
  6. Pershing Drive, north of Florida Street, would go from existing LOS C to LOS D under each of the cumulative buildout conditions. The Ballpark and Ancillary Development Projects would add 50 two-way peak hour trips to the without-Ballpark and Ancillary Development Projects condition on this segment.
  7. National Avenue, south of Commercial Street, would go from LOS A under existing conditions, to LOS B under each of the cumulative buildout conditions. The Ballpark and Ancillary Development Projects would add 50 two-way peak hour trips to the without-the Ballpark and Ancillary Development Projects on this segment
  8. Crosby Street, north of Harbor Drive, would go from LOS A under existing conditions, to LOS A under without-Ballpark and Ancillary Development Projects conditions, to LOS B under cumulative buildout with-Ballpark and Ancillary Development Projects conditions. The Ballpark and Ancillary Development Projects would add 30 two-way peak hour trips to the without-Ballpark and Ancillary Development Projects condition on this segment.
  9. Harbor Drive, east of Eighth Avenue, would go from existing LOS A to LOS B under the cumulative buildout without- and with-Ballpark and Ancillary Development Projects conditions. The Ballpark and Ancillary Development Projects would add 200 two-way peak hour trips to the without-Ballpark and Ancillary Development Projects condition on this segment.

None of the above Level of Service changes represents a significant direct or cumulative impact related to the Ballpark and Ancillary Development Projects. While roadway segment volumes would increase within the adjacent residential neighborhoods due to the additional cumulative buildout development and the addition of trips generated by the Ballpark and Ancillary Development Projects, volume increases remain moderate and within the capacity of the roadway segments.

It is important to note that this conclusion is based on the assumption that the freeways and associated on-ramps provide sufficient capacity to accommodate the peak hour demands. If sufficient capacity on the freeways and associated on-ramps is not provided, it is likely that motorists will seek alternative routes out of the downtown area, including greater use of local surface streets. This would result in additional increases in traffic volumes on the neighborhood street segments, with a greater potential for significant impacts in both the near-term and cumulative buildout timeframes. The actual magnitude of trip diversion through the adjacent neighborhoods, in response to freeway and on-ramp congestion, is indeterminable using available analytical capabilities.

### Parking

The Ballpark and Ancillary Development Projects would, at a minimum, provide adequate parking supply to meet the non-event parking demand. The required parking supply would depend upon both the type and magnitude of land uses included within the Ballpark and Ancillary Development Projects. The parking supply could be expanded beyond these minimum requirements as a result of eliminating the Centre City parking maximums, as proposed for the Primary Plan Amendment Area. This would provide the opportunity to augment the parking supply to address ballpark event parking demands through provision of shared parking.

The Ballpark and Ancillary Development Projects under non-event conditions would not result in a significant direct or cumulative parking impact under either near-term 2002 or Centre City buildout conditions.

### Transit

For the Ballpark and Ancillary Development Projects (non-event), transit impacts resulting from the Ballpark and Ancillary Development Projects were identified by comparison of both AM and PM peak hour transit demands (both inbound and outbound) with available transit capacity. The build-out forecast under the existing Community Plan provided the basis for comparison and identification of transit impacts.

The SANDAG Regional Travel Demand Model was utilized to forecast 2002 and Centre City buildout transit demands both with and without the Ballpark and Ancillary Development Projects, which include office, retail and hotel uses.

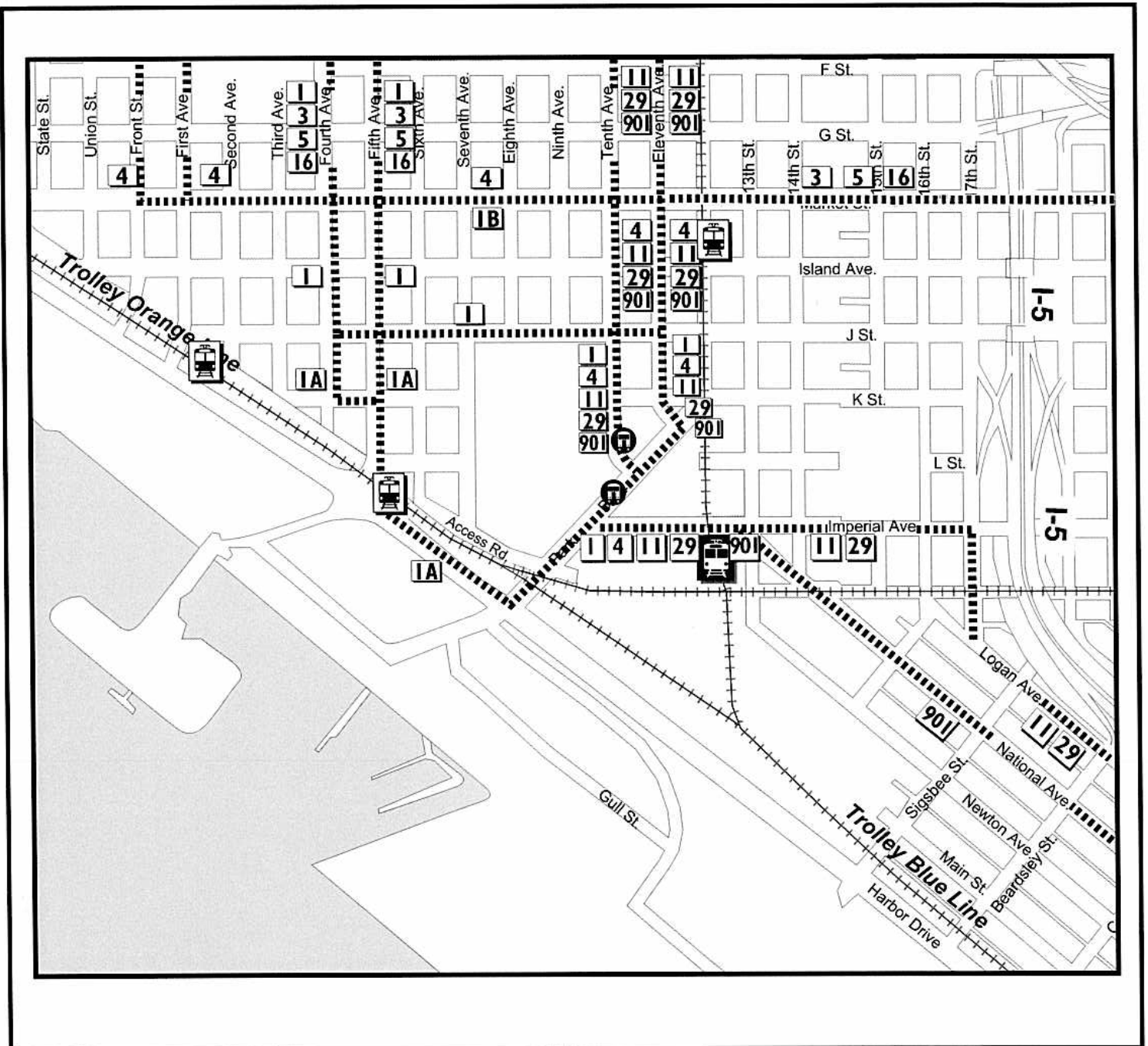
Near-term 2002 forecasts included the cumulative activities currently planned for construction in Centre City, as identified in Section 6.0. Planned Ballpark and Ancillary Development Projects land uses were then added to determine the additional transit demands associated with the Ballpark and Ancillary Development Projects under non-event conditions. Buildout forecasts incorporated key Centre City land use and transportation system assumptions consistent with buildout of the Centre City Community and Redevelopment Plans.

### ***Planned Transit Improvements***

The Mission Valley East and Mid-Coast LRT Trolley lines will be operational in the post-2004 timeframe. Thus, for the cumulative buildout analysis, it was assumed that Blue Line service will include both the Mid-Coast (University of California, San Diego (UCSD) and University Towne Center) and Mission Valley East lines. It was assumed that 2002 peak hour service would be similar to the existing, 7.5-minute frequencies on the Blue Line and 15-minute frequencies on the Orange Line. For the longer-term buildout analyses, it was assumed that 7.5-minute frequencies will be operated on the Orange Line and Blue Line (South), with Blue Line North frequencies increased to 3.75-minutes (based upon 7.5-minute frequencies on both Mid-Coast and Mission Valley lines providing northbound service from Centre City for an effective 3.75-minute frequency from Centre City). Peak period service to/from the south would be at 7.5-minute frequencies for both near-term 2002 and Centre City buildout timeframes.

With reconfiguration of the roadway network as part of the Ballpark and Ancillary Development Projects, the Metropolitan Transit Development Board (MTDB) will need to modify the local bus routes, as displayed in Figure 5.2-11. As shown, Routes 1, 4, 11, 29, and 901 would access the 12<sup>th</sup> & Imperial Transfer Station via Tenth and Eleventh Avenues to Park Boulevard and Imperial Avenue. Two new bus stops would also be created to better serve the Ballpark Project Area:

- On Tenth Avenue, between K Street and Park Boulevard to serve southbound buses operating on Tenth Avenue and Park Boulevard; and
- On Park Boulevard, between Imperial Avenue and Tenth Avenue to serve northbound buses.



LEGEND	
	Bus Route
	Bus Route Number
	Trolley Stations
	12th & Imperial Station
	New Bus Stops

Source: BRW, Inc., March 1999



Proposed Transit Route Modifications  
With Ballpark and Ancillary Development Projects \_\_\_\_\_ Figure 5.2-11

***Near-Term Transit Demands (Non-Event)***

Table 5.2-29 displays near-term 2002 Centre City daily transit and total person trips with and without the Ballpark and Ancillary Development Projects (non-event), and Table 5.2-30 summarizes the increase related to the Ballpark and Ancillary Development Projects in Centre City transit boardings by mode.

**TABLE 5.2-29**  
**Year 2002 Centre City Daily Person Trips (Non-Event)**

	Without Ballprk/Anc. Dev.			With Ballprk/Anc. Dev.			Difference	
	Transit Trips	Total Trips	Transit Share	Transit Trips	Total Trips	Transit Share	Transit Trips	Total Trips
Work	29,650	111,300	26.6%	31,750	119,140	26.6%	2,100	7,840
Total	51,400	842,800	6.1%	54,970	899,020	6.1%	3,570	56,220

Source: SANDAG/BRW, April 1999.

**TABLE 5.2-30**  
**2002 Daily Centre City Transit Boardings by Mode Type (Non-Event)**

Daily Boardings Mode Type	Without Ballprk/Anc. Dev.	With Ballprk/Anc. Dev.	Difference
Local Bus	8,845	9,540	695
Light Rail	30,050	31,670	1,620
Commuter Rail	1,100	1,140	40
<b>Total</b>	<b>39,995</b>	<b>42,350</b>	<b>2,355</b>

Source: SANDAG/BRW, April 1999.

As shown, in the near-term 2002 timeframe, the Ballpark and Ancillary Development Projects (non-event) would result in an additional 2,355 transit boardings in the Centre City, with approximately 70% of this increase consisting of Trolley boardings.

***Long-Term Transit Demands (Non-Event)***

Table 5.2-31 displays Centre City daily transit and total trips both with and without the Ballpark and Ancillary Development Projects (non-event) under longer-term Centre City buildout conditions.

The addition of the Ballpark and Ancillary Development Projects would result in an additional 4,205 daily transit trips in Centre City under buildout conditions. Table 5.2-32 summarizes the increase related to the Ballpark and Ancillary Development Projects in Centre City transit boardings by mode.

**TABLE 5.2-31**  
**Cumulative Buildout Centre City Daily Person Trips (Non-Event)**

Without Ballprk/Anc. Dev.				With Ballprk/Anc. Dev.			Difference	
	Transit Trips	Total Trips	Transit Share	Transit Trips	Total Trips	Transit Share	Transit Trips	Total Trips
Work	81,810	203,630	40.2%	86,300	212,100	40.7%	4,490	8,470
<b>Total</b>	<b>125,140</b>	<b>1,354,540</b>	<b>9.2%</b>	<b>129,345</b>	<b>1,385,570</b>	<b>9.3%</b>	<b>4,205</b>	<b>31,030</b>

Source: BRW/SANDAG, April 1999.

**TABLE 5.2-32**  
**Buildout Daily Centre City Transit Boardings by Mode (Non-Event)**

Daily Boardings Mode Type	Without Ballprk/Anc. Dev.	With Ballprk/Anc. Dev.	Difference
Local Bus	11,870	12,765	895
Light Rail	59,040	60,675	1,635
Commuter Rail	1,300	1,360	60
<b>Total</b>	<b>72,210</b>	<b>74,800</b>	<b>2,590</b>

Source: SANDAG/BRW, November, 1998.

As shown under buildout conditions, the Ballpark and Ancillary Development Projects would result in an additional 2,590 daily transit boardings in Centre City under non-event conditions, compared to the without-Ballpark and Ancillary Development Projects conditions. Approximately 63% of the increase related to the Ballpark and Ancillary Development Projects in daily transit boardings consists of Trolley boardings.

### ***Near-Term 2002 Transit Service Impacts (Non-Event)***

Transit service impacts associated with the Ballpark and Ancillary Development Projects, under non-event conditions, were identified by comparison of projected peak hour passenger loads with available hourly capacity at the 12<sup>th</sup> & Imperial Transfer Station, which is the maximum Centre City load point.

The analysis of inbound and outbound peak hour demand versus capacity by transit route indicated that projected hourly throughput demand would not exceed available transit standing capacity with the additional non-event demand related to the Ballpark and Ancillary Development Projects. The Ballpark and Ancillary Development Projects under non-event 2002 conditions would, therefore, have no significant direct impacts on existing and planned transit services in the Centre City area.

It should be noted, however, that under both 2002 with- and without-Ballpark and Ancillary Development Projects scenarios, peak hourly demand would exceed *seated* transit capacity on the following routes:

- Route 4 – PM Peak Hour Outbound;
- Route 29 – PM Peak Hour Outbound;
- Blue Line – AM Peak Hour Inbound, PM Peak Hour Outbound; and
- Orange Line – AM Peak Hour Inbound, PM Peak Hour Outbound.

Both Routes 4 and 29 would experience a significant number of standees under both 2002 scenarios. While this does not represent a significant impact, consideration of increasing service frequencies (from 30 to 15-minute peak hour service) on Routes 4 and 29 would be warranted under near-term 2002 with- and without-Ballpark and Ancillary Development Projects, non-event conditions. This would effectively double peak hour capacity on each of these routes and minimize the number of standees.

It should also be noted that the site plan for the Ballpark and Ancillary Development Projects indicates that Imperial Avenue would intersect with the Park Boulevard diagonal at a ninety degree (90<sup>0</sup>) ~~an acute~~ angle. Review of typical bus turning radius requirements, ~~however,~~ indicates an adequate geometric alignment.

#### ***Long-Term Transit Service Impacts (Non-Event)***

An analysis of projected Centre City transit demands versus available capacity reveals that peak hour transit demands, under both the cumulative buildout with- and without-Ballpark and Ancillary Development Projects (non-event) scenarios, would exceed available throughput capacity at the 12<sup>th</sup> & Imperial Transfer Station on the following routes:

- Route 4 – PM Peak Hour Outbound;
- Route 29 – PM Peak Hour Outbound; and
- Route 901 – AM Peak Hour Inbound and PM Peak Hour Outbound.

The addition of non-event trips related to the Ballpark and Ancillary Development Projects in combination with the cumulative growth of buildout transit demands in the Centre City area would therefore result in a significant cumulative impact related to the Ballpark and Ancillary Development Projects on the above transit routes.

Available *seated* transit capacity would be exceeded on the following routes under both cumulative buildout with- and without-Ballpark and Ancillary Development Projects scenarios:

- Route 11 – AM Peak Hour Inbound, and PM Peak Hour Outbound;
- Route 29 – AM Peak Hour Inbound; and
- Route 901 – AM Peak Hour Inbound and PM Peak Hour Outbound.

While this does not represent a significant impact, consideration of increasing service frequencies in these routes will be warranted to better serve peak transit demands, under Centre City buildout conditions.

As noted previously for the near-term 2002 analysis, the site plan for the Ballpark and Ancillary Development Projects indicates that Imperial Avenue would intersect with the Park Boulevard diagonal at a ninety degree (90°)an acute angle. Review of typical bus turning radius requirements, ~~however~~, indicates an adequate geometric alignment.

### Pedestrian Circulation

Pedestrian activity in the Ballpark and Ancillary Development Projects Area under non-event conditions would be similar in scale and magnitude to that in other areas of downtown San Diego. As a result, no significant pedestrian circulation impacts, either direct or cumulative, have been identified in association with the Ballpark and Ancillary Development Projects under non-event conditions. This assumes that adequate pedestrian facilities, including sufficient sidewalk capacities, pedestrian crossings, and handicapped access features, would be incorporated into the Ballpark and Ancillary Development Projects.

### Bicycle, Taxi, and Pedicab Circulation

While it is expected that bicycle, taxi and pedicab trip activity would increase in the vicinity of the Ballpark and Ancillary Development Projects Area, no significant bicycle, taxi and pedicab impacts, either direct or cumulative, have been identified in association with the Ballpark Ancillary Development Projects, under non-event conditions.

### **5.2.3.2 Ballpark and Ancillary Development Projects (With Event)**

The analysis of event conditions focused on a ballgame, but as noted previously other types of events (e.g., concerts, meetings) are likely. For the purpose of analysis, it was assumed that a ballgame, with a rather concentrated arrival and dispersal pattern, represents a worst-case event.

### Mode of Access

Identification of the travel modes of fans attending ballgames at the proposed ballpark is a key factor in determining traffic, parking and transit demands and related transportation improvements. The experiences of other downtown ballparks have shown the following factors to influence the proportion of fans who arrive via automobile versus other travel modes:

- Parking availability;
- Transit availability; and
- Downtown population, employment and tourism.

The determination of mode of access for the proposed ballpark included the following considerations:

- **Current mode of access to ballgames at Qualcomm Stadium** – Auto access to existing ballgames ranges from a low of about 85% for weekend evening and weekday afternoon games to about 95% for weekday evening games. Trolley ridership for both weekend evening and weekday afternoon games is approximately 12%, and drops off to less than 5%



for a weekday evening game. Transit utilization during the 1998 baseball season demonstrated a strong upward trend. Preliminary numbers for the current 1999 baseball season indicate continued strong and increasing transit utilization to Qualcomm Stadium by Padre fans.

- **Travel characteristics of existing Padres fans** – Vehicle occupancy to existing games ranges from a low of 2.3 person per vehicle during weekday afternoon games to a high of 3.0 during weekend evening games.
- **Indicated propensities by fans to utilize alternative modes to access a downtown ballpark** – 32.1% of surveyed fans indicated they would be very likely to use public transportation to access a downtown ballpark. Another 30.0% indicated they would be somewhat likely, while 37.9% indicated they would not likely use public transportation to access a downtown ballpark.
- **Examples of other urban ballparks** – Coors Field (Denver), Jacobs Field (Cleveland), and Camden Yards (Baltimore) are examples of downtown ballparks with good transit services. The proposed ballpark would have levels of transit access and service comparable to both Camden Yards and Jacob Fields, but with greater parking availability similar to that of Coors Field.
- **Transit access and parking availability at the proposed ballpark** – Transit access to the proposed ballpark would include Trolley, Coaster, charter, express and local bus services. Parking for the proposed ballpark would include a both independent surface lots and structures as well as shared parking with proposed office developments. This parking would be in addition to the existing inventory of parking downtown.

Mode of access projections were developed for weekday evening, weekday afternoon, and weekend evening ballgames for maximum capacity (46,000) attendance at a ballpark event. Table 5.2-33 displays mode of access projections for a ballpark event.

**TABLE 5.2-33**  
**Ballgame Mode of Access Projections**  
**Maximum Capacity Attendance**

Travel Mode	Game Scenarios					
	Weekday Evening		Weekday Afternoon		Weekend Evening	
Auto	80%	36,800	70%	32,200	80%	36,800
Rail (Trolley/Coaster)	15%	6,900	22%	10,120	15%	6,900
Bus (Local/Express/Charter)	3%	1,380	4%	1,840	3%	1,380
Walk/Bike/Taxi	2%	920	4%	1,840	2%	920
<b>Totals</b>	<b>100.0%</b>	<b>46,000</b>	<b>100.0%</b>	<b>46,000</b>	<b>100.0%</b>	<b>46,000</b>

Source: BRW, Inc., April 1999.

Auto access is projected to vary from 80% for both weekday evening and weekend evening games to 70% for a weekday afternoon game. Existing auto access to Qualcomm Stadium averages about 90%. Transit access to the proposed ballpark is projected to vary from 18% for

both weekday evening and weekend evening games to 26% for a weekday afternoon game. Transit access to Qualcomm Stadium averaged about 10% during the 1998 baseball season.

Fan arrival and departure assumptions were utilized to develop estimates of traffic, parking, transit and pedestrian demands both before and after a ballgame. The following arrival/departure patterns were derived from parking and transit counts at Qualcomm Stadium and adjusted to reflect the likely pattern with a downtown ballpark location:

#### **Fan Arrival Patterns**

1 to 2 Hours Before Game Start	32%
Less Than 1 Hour Before Game Start	56%
After Game Start	12%

#### **Fan Departure Patterns**

Before Game Ends	10%
Within 1 Hour of Game End	72%
More Than 1 Hour After Game Ends	18%

### Traffic Circulation

#### ***Description of Event-Generated Vehicular Traffic***

As indicated earlier, the event traffic analysis focused on ballgame traffic as being representative of the worst-case ballpark event with respect to traffic impacts. Although other events such as concerts and meetings would occur at the ballpark, many of these events would be held on weekends or can be scheduled to avoid impacting peak hour traffic.

In order to assure a worst-case estimate of ballgame impacts, the analysis was conducted for ballgames which would conflict with peak hour conditions. In particular, the following scenarios were considered:

- Departures from a weekday afternoon game (assumed 2:05 PM start time), which occur during the PM peak (5:00 to 6:00 PM); and
- Arrivals to a weekday evening game (assumed 7:05 PM start time), which occur during the PM peak (5:00 to 6:00 PM).

Table 5.2-34 summarizes the daily and peak hour vehicle arrivals and departures for weekday afternoon, weekday evening, and weekend evening games based upon projected auto access and arrival/departure patterns.

The PM peak hour arrivals and departures, shown in Table 5.2-34, were assigned to the traffic study area roadway network based upon a geographical distribution of Padres fans as derived from game-day fan surveys conducted in May, 1998:

**TABLE 5.2-34**  
**Ballpark Event Vehicle Trip Generation**

<b>Event Type</b>	<b>Total Vehicular Trips</b>	<b>PM Peak Hour Arrivals</b>	<b>PM Peak Hour Departures</b>
Weekday Afternoon Game	23,000	N/A	8,280
Weekday Evening Game	26,280	4,200	N/A
Weekend Evening Game	24,540	N/A	N/A

N/A Indicates that this type of event does not generate any arrivals and/or departures during the PM peak period  
Source: BRW, Inc., April 1999.

- To and from SR-94 via F Street and G Street – 31%;
- To and from I-5 and SR-163 via Tenth Avenue and Eleventh Avenue corridors – 16%;
- To and from I-5 via First and Front – 8%;
- Imperial Avenue via I-5 south – 23%;
- J Street via I-5 north – 10%;
- Harbor Drive – 3%; and
- Various streets into and out of downtown – 9%.

### ***Identification of Deficiencies and Significant Ballpark and Ancillary Development Projects Impacts***

The following provides a description of identified deficiencies and significant Ballpark and Ancillary Development Projects impacts related to ballgame arrivals and departures during the weekday evening peak period for weekday evening and weekday afternoon ballgames. The analysis of the event traffic focused only on PM peak hour intersection operations and freeway on- and off-ramp locations. The analysis methodology used to analyze freeway segment and roadway segment operations for the non-event scenarios is not applicable to the analysis of event traffic impacts, since event traffic would not be distributed over a 24- hour period in the same manner as other traffic study area traffic.

**It is important to note that it was assumed that physical road improvements identified in Section 5.2.4.1 would be implemented prior to a Ballpark event.** These mitigation measures are identified in Section 5.2.4.

#### ***Weekday Evening Game Traffic Impacts***

**Freeway Segment Analysis (Event).** Table 5.2-35 summarizes the results of the freeway segment analysis for a weekday evening game in both the near-term 2002 and cumulative buildout timeframe. As a worst-case analysis, it was assumed that ballgame traffic would occur in the peak direction of travel on the respective freeway segments.

TABLE 5.2-35

Summary of Freeway Analyses, Weekday Evening Game Arrivals  
Near-Term 2002 and Long-Term, Cumulative Buildout Conditions  
Based on Peak Hour Volume-to Capacity Ratios (V/C) and Level of Service (LOS)

Route	Limits	Near-Term 2002				Long-Term Cumulative Buildout			
		Without Ballprk/Anc. Dev. V/C[LOS]	With Event Arrivals V/C[LOS]	Significant Ballprk/Anc. Dev. Impact(1)	Type of Impact (1)	Without Ballprk/Anc. Dev. V/C[LOS]	With Event Arrivals V/C [LOS]	Significant Ballprk/Anc. Dev. Impact(1)	Type of Impact(1)
I-5	I-8 to Washington	1.08[F(0)]	1.25[F(0)]	Yes(2)	Direct	1.34[F(1)]	1.49[F(3)]	Yes(3)	Cumulative
	Washington to Laurel	1.08[F(0)]	1.25[F(0)]	Yes(2)	Direct	1.30[F(1)]	1.46[F(3)]	Yes(3)	Cumulative
	Laurel to SR-163	1.11[F(0)]	1.28[F(1)]	Yes(2)	Direct	1.36[F(2)]	1.51[F(3)]	Yes(3)	Cumulative
	SR-163 to SR-94	0.98[E]	1.09[F(0)]	Yes(2)	Direct	1.15[F(0)]	1.26[F(1)]	Yes(3)	Cumulative
	SR-94 to Imperial	1.09[F(0)]	1.22[F(0)]	Yes(2)	Direct	1.28[F(1)]	1.41[F(2)]	Yes(3)	Cumulative
	Imperial to Crosby	0.95[E]	1.01[F(0)]	Yes(2)	Direct	1.14[F(0)]	1.18[F(0)]	Yes(3)	Cumulative
	Crosby to 28th Street	0.88[D]	0.94[E]	Yes(2)	Direct	1.06[F(0)]	1.11[F(0)]	Yes(3)	Cumulative
SR-163	I-8 to Washington	1.36[F(2)]	1.48[F(3)]	Yes(2)	Direct	1.71[F(3)]	1.83[F(3)]	Yes(3)	Cumulative
	Washington to I-5	1.25[F(0)]	1.44[F(2)]	Yes(2)	Direct	1.72[F(3)]	1.90[F(3)]	Yes(3)	Cumulative
SR-94	I-15 to 28th Street	1.02[F(0)]	1.25[F(0)]	Yes(2)	Direct	1.35[F(1)]	1.53[F(3)]	Yes(3)	Cumulative
	28th St. to 17th St.	1.16[F(0)]	1.46[F(3)]	Yes(2)	Direct	1.54[F(3)]	1.79[F(3)]	Yes(3)	Cumulative

Notes: N/A-Not Applicable

(1) Significance Threshold Criteria presented in Section 5.2.2.

(2) "Yes" indicates that the addition of traffic generated by the Ballpark and Ancillary Development Projects would result in a significant direct impact under the near-term 2002 timeframe

(3) "Yes" indicates that the addition of traffic generated by the Ballpark and Ancillary Development Projects would result in a significant cumulative impact under the long-term, cumulative buildout timeframes.

Source: BRW, Inc., May 1999.

As indicated in Table 5.2-35, the following freeways would experience a significant event-related impact under near-term 2002 conditions:

- I-5, between I-8 and Crosby 28<sup>th</sup> Street;
- SR-163, between I-8 and I-5; and
- SR-94, between I-15 and 17<sup>th</sup> Street.

The following freeways would be cumulatively impacted by event traffic in the cumulative buildout timeframe:

- I-5, between I-8 and 28<sup>th</sup> Street;
- SR-163, between I-8 and I-5; and
- SR-94, between I-15 and 17<sup>th</sup> Street.

**Freeway On-Ramp Meter Analysis.** The arrival of event traffic for a weekday evening ballgame would not introduce any new traffic to the freeway on-ramps during the PM peak hour and would, therefore, have no significant direct or cumulative impact on freeway on-ramp operations.

**Freeway Off-Ramp Analysis.** Weekday evening game arrivals would produce additional traffic demand on the off-ramp from I-5 southbound to Imperial Avenue under near-term 2002 PM peak hour conditions. As indicated in Table 5.2-36, the queues on this ramp would extend back to the mainline freeway as a result of LOS F operations at the intersection of 17<sup>th</sup> Street and Imperial Avenue, where traffic exiting I-5 southbound is currently stop-sign controlled. This would represent a significant “direct” impact on the operation of this freeway off-ramp under near-term 2002 conditions.

**TABLE 5.2-36**  
**PM Peak Hour Freeway Off-Ramp Queues**  
**Weekday Evening Game**

Off-Ramp Location	Ramp Length	Near-Term 2002	Long-Term Buildout
I-5 SB to Imperial Avenue	1,430 ft.	54 vehicles (1,566 ft)	N/A
I-5 NB to J Street	1,500 ft. <sup>(1)</sup>	N/A	71 vehicles (2,059 ft.)

(1) Ramp length includes queuing distance on J Street between 17<sup>th</sup> Street and 19<sup>th</sup> Street. Queue length based upon 29 ft./vehicle.

Source: BRW, Inc., April 1999.

A similar situation would occur on the off-ramp from I-5 northbound to J Street under long-term, cumulative conditions. As indicated in Table 5.2-36, queuing vehicles on this ramp would extend back to the mainline freeway as a result of LOS F operations at the intersection of J Street and 17<sup>th</sup> Avenue, where traffic traveling east and west on J Street is currently stop-sign controlled. This would represent a significant “cumulative” impact on the operation of this freeway off-ramp under long-term buildout conditions.

**Intersection Analysis.** Table 5.2-37 displays near-term 2002 and cumulative buildout PM peak hour intersection Level of Service analysis results for weekday evening ballgame events. As shown, the following intersection would operate at unacceptable Level of Service F during the near-term 2002 PM peak hour with event traffic:

- Imperial Avenue at 17<sup>th</sup> Street.

The intersection operations at this location under event conditions were compared to the without-Ballpark and Ancillary Development Projects conditions to assess event impacts. Based on the City of San Diego Significance Threshold Criteria, the impact at this location represents a significant “direct” impact under near-term 2002 conditions.

In the cumulative buildout event condition, the following intersection would operate at unacceptable Level of Service F during the PM peak hour:

- J Street at 17<sup>th</sup> Street.

The intersection operations at this location under event conditions were compared to the without-Ballpark and Ancillary Development Projects conditions to assess event impacts resulting from the Ballpark and Ancillary Development Projects. Based on the City of San Diego Significance Threshold Criteria, the impact at this location represents a significant “cumulative” impact.

**This analysis is based on the assumption that the freeways and associated on-ramps provide sufficient capacity to accommodate the peak hour demands and that ramp metering flow rates are configured to accommodate demand.** Inbound traffic to a weekday evening ballgame would generally be in a reverse flow direction during the PM peak hour compared with the outbound commuter traffic. This would tend to lessen potential impacts.

#### *Weekday Afternoon Game Traffic Impacts*

**Freeway Segment Analysis (Event).** Table 5.2-38 summarizes the results of the freeway segment analysis for a weekday afternoon game in both the near-term 2002 and cumulative buildout timeframe. As a worst-case analysis, it was assumed that ballgame traffic would occur in the peak direction of travel on the respective freeway segments.

As indicated in Table 5.2-38, the following freeways would experience a significant event-related impact under near-term 2002 conditions:

- I-5, between I-8 and ~~28<sup>th</sup> Crosby Street~~;
- SR-163, between I-8 and I-5; and
- SR-94, between I-15 and 17<sup>th</sup> Street.

**TABLE 5.2-37**  
**Event Traffic Analysis**  
**PM Peak Hour Intersection Level of Service**  
**Weekday Evening Game Arrivals**

Intersections		Year 2002		Buildout	
		Delay* (sec.)	LOS	Delay* (sec.)	LOS
1	A Street & 10 <sup>th</sup>	42.8	E	41.3	E <sup>(1)</sup>
2	A Street & 11 <sup>th</sup>	9.0	B	17.6	C
3	C Street & 10 <sup>th</sup>	10.4	B	N/A	N/A
4	C Street & 11 <sup>th</sup>	5.6	B	N/A	N/A
5	Broadway & 4 <sup>th</sup>	8.5	B	7.8	B
6	Broadway & 5 <sup>th</sup>	6.5	B	5.6	B
7	Broadway & 6 <sup>th</sup>	7.9	B	7.1	B
8	Broadway & 7 <sup>th</sup>	6.5	B	8.8	B
9	Broadway & 10 <sup>th</sup>	6.8	B	9.7	B
10	Broadway & 11 <sup>th</sup>	8.8	B	11.1	B
11	E Street & 10 <sup>th</sup>	8.1	B	9.9	B
12	E Street & 11 <sup>th</sup>	8.2	B	7.2	B
13	E Street & 16 <sup>th</sup>	8.7	B	8.4	B
14	F Street & 6 <sup>th</sup>	4.0	A	2.9	A
15	F Street & 7 <sup>th</sup>	2.3	A	3.7	A
16	F Street & 10 <sup>th</sup>	14.4	B	13.6	B
17	F Street & 11 <sup>th</sup>	2.0	A	1.9	A
18	F Street & 16 <sup>th</sup>	7.2	B	4.7	A
19	G Street & 4 <sup>th</sup>	7.4	B	7.1	B
20	G Street & 6 <sup>th</sup>	7.8	B	6.4	B
21	G Street & 7 <sup>th</sup>	6.4	B	7.8	B
22	G Street & 10 <sup>th</sup>	4.5	A	5.3	B
23	G Street & 11 <sup>th</sup>	2.9	A	7.3	B
24	G Street & 16 <sup>th</sup>	11.2	B	8.1	B
25	G Street & 17 <sup>th</sup>	9.1	B	1.2	A
26	Market & Harbor	24.3	C	22.4	C
27	Market & 4 <sup>th</sup>	5.3	B	6.3	B
28	Market & 6 <sup>th</sup>	3.0	A	1.6	A
29	Market & 7 <sup>th</sup>	3.3	A	6.2	B
30	Market & 10 <sup>th</sup>	6.5	B	10.3	B
31	Market & 11 <sup>th</sup>	3.6	A	3.5	A
32	Market & 19 <sup>th</sup>	8.3	B	14.7	B
33	Harbor & 1 <sup>st</sup>	8.9	B	17.4	C
34	J Street & 17 <sup>th</sup>	30.7	D	70.7 <sup>(2)</sup>	F
35	J Street & 19 <sup>th</sup>	4.2	A	0.3	B
36	Harbor & 5 <sup>th</sup>	14.1	B	17.0	C
37	Harbor & Park	31.2	D <sup>(3)</sup>	27.5	D <sup>(1)</sup>
38	Imperial & 13 <sup>th</sup>	12.2	B	10.4	B
39	Imperial & 16 <sup>th</sup>	13.1	B	10.5	B
40	Imperial & 17 <sup>th</sup>	85.9 <sup>(2)</sup>	F	10.4	B <sup>(1)</sup>
41	Imperial & 19 <sup>th</sup>	16.2	C	20.6	C
42	Commercial & 16 <sup>th</sup>	7.2	B	6.5	B
43	Commercial & 19 <sup>th</sup>	8.2	B	8.5	B
44	Crosby & Logan	23.2	C	35.1	D
45	Harbor & Crosby	22.1	C	13.1	B
46	Market Street & Front St.	8.9	B	8.3	B
47	Market St. & First Ave.	7.4	B	6.2	B
48	Broadway & Front St.	10.3	B	9.5	B
49	Broadway & First Ave.	14.0	B	14.6	B
50	A St. & Front St.	10.4	B	11.9	B
51	A St. & First Ave.	7.3	B	7.7	B
52	Ash St. & Front St.	8.8	B	8.3	B
53	Ash St. & First Ave.	8.2	B	39.5	D
54	Beech St. & Front St.	16.2	C	12.6	B

**TABLE 5.2-37**  
**Event Traffic Analysis**  
**PM Peak Hour Intersection Level of Service**  
**Weekday Evening Game Arrivals (Continued)**

Intersections		Year 2002		Buildout	
		Delay* (sec.)	LOS	Delay* (sec.)	LOS
55	Beech St. & First Ave.	3.7	A	4.7	A
56	Cedar St. & Front St.	8.8	B	50.1	E
57	Cedar St. & First Ave.	6.8	B	16.8	C
A	J Street & 6 <sup>th</sup>	6.6	B	20.1	C
B	J Street & 7 <sup>th</sup>	6.0	B	5.7	B
C	J Street & 10 <sup>th</sup>	10.4	B	2.9	A
D	J Street & 11 <sup>th</sup>	3.9	A	1.8	A
E	Park & Imperial	13.1	B	16.2	C
F	Park & 10 <sup>th</sup>	10.0	B	10.1	B
G	Park & 11 <sup>th</sup>	0.0	A	0.4	A

Notes: \* Delay predicted in terms of average stopped delay per vehicle in seconds.

- (1) Assumes implementation of new intersection geometrics and/or signalization are in place to mitigate non-event deficiencies resulting from the Ballpark and Ancillary Development Projects.
- (2) Delay results in spillback to the freeway and potential blockage of mainline traffic.
- (3) Assumes implementation of geometrics as proposed in the Park Boulevard Extension roadway improvement plans.

Source: BRW, Inc., April 1999.

The following freeways would be cumulatively impacted by event traffic in the cumulative buildout timeframe:

- I-5, between I-8 and 28<sup>th</sup> Street;
- SR-163, between I-8 and I-5; and
- SR-94, between I-15 and 17<sup>th</sup> Street.

**Freeway On-Ramp Analysis.** Similar to the analysis of non-event conditions, the analysis of freeway on-ramp operations under event conditions assumed on-ramp metered flow rates as provided by Caltrans. These estimated flows are based upon existing demand volumes which do not reflect any additional development in the Centre City and, as such are low relative to future demands and rather conservative. This results in a worst-case basis of analysis. Departures from a ballgame would be concentrated in the hour immediately following the end of a game and, as such, would result in significant demand at the on-ramp locations, exceeding the assumed metered flow rates at all on-ramp locations.

Table 5.2-39 summarizes the results of the freeway on-ramp analysis under near-term 2002 and cumulative buildout conditions for traffic departures from a weekday afternoon game. This table indicates that, in both timeframes, unacceptable levels of delay (in excess of five minutes) would exist at each of the analyzed on-ramp locations, under both the near-term 2002 and cumulative buildout conditions.



**TABLE 5.2-38**  
**Summary of Freeway Analyses, Weekday Afternoon Game Departures**  
**Near-Term 2002 and Long-Term, Cumulative Buildout Conditions**  
**Based on Peak Hour Volume-to Capacity Ratios (V/C) and Level of Service (LOS)**

Route	Limits	Near-Term 2002				Long-Term Cumulative Buildout			
		Without Ballprk/Anc. Dev. V/C[LOS]	With Event Departures V/C[LOS]	Significant Ballprk/Anc. Dev. Impact(1)	Type of Impact(1)	Without Ballprk/Anc. Dev. V/C[LOS]	With Event Departures V/C[LOS]	Significant Ballprk/Anc. Dev. Impact(1)	Type of Impact(1)
I-5	I-8 to Washington	1.08[F(0)]	1.40[F(2)]	Yes(2)	Direct	1.34[F(1)]	1.64[F(3)]	Yes(3)	Cumulative
	Washington to Laurel	1.08[F(0)]	1.40[F(2)]	Yes(2)	Direct	1.30[F(1)]	1.61[F(3)]	Yes(3)	Cumulative
	Laurel to SR-163	1.11[F(0)]	1.44[F(2)]	Yes(2)	Direct	1.36[F(2)]	1.66[F(3)]	Yes(3)	Cumulative
	SR-163 to SR-94	0.98[E]	1.20[F(0)]	Yes(2)	Direct	1.15[F(0)]	1.36[F(2)]	Yes(3)	Cumulative
	SR-94 to Imperial	1.09[F(0)]	1.34[F(1)]	Yes(2)	Direct	1.28[F(1)]	1.52[F(3)]	Yes(3)	Cumulative
	Imperial to Crosby	0.95[E]	1.06[F(0)]	Yes(2)	Direct	1.14[F(0)]	1.23[F(0)]	Yes(3)	Cumulative
SR-163	Crosby to 28th Street	0.88[D]	0.98[E]	Yes(2)	Direct	1.06[F(0)]	1.16[F(0)]	Yes(3)	Cumulative
	I-8 to Washington	1.36[F(2)]	1.59[F(3)]	Yes(2)	Direct	1.71[F(3)]	1.93[F(3)]	Yes(3)	Cumulative
SR-94	Washington to I-5	1.25[F(0)]	1.59[F(3)]	Yes(2)	Direct	1.72[F(3)]	2.05[F(3)]	Yes(3)	Cumulative
	I-15 to 28th Street	1.02[F(0)]	1.41[F(2)]	Yes(2)	Direct	1.35[F(1)]	1.69[F(3)]	Yes(3)	Cumulative
	28th St. to 17th St.	1.16[F(0)]	1.67[F(3)]	Yes(2)	Direct	1.54[F(3)]	2.01[F(3)]	Yes(3)	Cumulative

Notes: N/A Not Applicable

(1) Significance Threshold Criteria presented in Section 5.2.2.

(2) "Yes" indicates that the addition of traffic generated by the Ballpark and Ancillary Development Projects would result in a significant direct impact under the near-term 2002 timeframe

(3) "Yes" indicates that the addition of traffic generated by the Ballpark and Ancillary Development Projects would result in a significant cumulative impact under the long-term, cumulative buildout timeframes.

**TABLE 5.2-39**  
**Freeway On-Ramp Metering Delays**  
**Weekday Afternoon Game Departures**

On-Ramp Location	Metering Rates <sup>(1)</sup>	Ramp Volumes	Excess Demand	Delay (minutes)
	PM	PM	PM	PM
<i>Near-Term 2002 Conditions With-Ballpark and Ancillary Development Projects/With Event</i>				
First Avenue to NB I-5	1,894	2,611	717	22.71
E Street to SB I-5	360	816	456	**
G Street to EB SR-94	2,512	4,234	1,722	**
19 <sup>th</sup> Street to EB SR-94	837	1,397	560	**
J Street to SB I-5	450	1,061	611	**
Imperial Ave to NB I-5	640	2,749	2,109	**
<i>Long-Term Buildout Conditions With-Ballpark and Ancillary Development Projects/With Event</i>				
First Avenue to NB I-5	1,894	2,659	765	24.23
E Street to SB I-5	360	862	502	**
G Street to EB SR-94	2,512	5,043	2,531	**
19 <sup>th</sup> Street to EB SR-94	837	1,674	837	**
J Street to SB I-5	450	1,123	673	**
Imperial Ave to NB I-5	640	2,890	2,250	**

Notes: \* Demand is less than or equal to meter rate.

\*\* Excessive delays over 30 minutes not reliably measurable.

(1) Ramp Metering rates provided by Caltrans (January 25, 1999).

Source: BRW, Inc. April 1999.

As shown in Table 5.2-39, the analysis indicates long and excessive delays at the freeway on-ramps. This analysis is very conservative and based upon unadjusted metered on-ramp flow rates provided by Caltrans. Adjustment of these flow rates to better match demand or modification of peak hour travel by individual motorists would lessen these impacts.

Table 5.2-40 summarizes the significance of event-related traffic at the on-ramp locations, incorporating this conservative analysis and the City of San Diego significance criteria governing the amount of acceptable additional on-ramp delay.

As shown in Table 5.2-40, the addition of event trips generated by the Ballpark and Ancillary Development Projects would result in significant direct and cumulative impacts on the following freeway on-ramp locations:

- First Avenue to northbound I-5;
- E Street to southbound I-5;
- G Street to eastbound SR-94;
- 19<sup>th</sup> Street to eastbound SR-94;
- J Street to southbound I-5; and
- Imperial Avenue to northbound I-5.

**TABLE 5.2-40**  
**Event Traffic Analysis**  
**Freeway On-Ramps**  
**Weekday Afternoon Game Departures**

On-Ramp	Without-Ballpark/Anc. Dev. Delay (min)	With-Event Delay (min)	Significant Event Impact <sup>(1)</sup>	Type of Impact <sup>(1)</sup>
<b><i>Near-Term 2002 Conditions</i></b>				
First Ave. to NB I-5	1.74	22.71	Yes <sup>(2)</sup>	Direct
E Street to SB I-5	10.33	**	Yes <sup>(3)</sup>	Direct
G Street to EB SR-94	*	**	Yes <sup>(2)</sup>	Direct
19 <sup>th</sup> St. to EB SR-94	*	**	Yes <sup>(2)</sup>	Direct
J Street to SB I-5	2.27	**	Yes <sup>(2)</sup>	Direct
Imperial Ave to NB I-5	*	**	Yes <sup>(2)</sup>	Direct
<b><i>Long-Term Buildout Conditions</i></b>				
First Ave. to NB I-5	3.26	24.23	Yes <sup>(2)</sup>	Cumulative
E Street to SB I-5	20.33	**	Yes <sup>(3)</sup>	Cumulative
G Street to EB SR-94	13.38	**	Yes <sup>(3)</sup>	Cumulative
19 <sup>th</sup> St. to EB SR-94	13.98	**	Yes <sup>(3)</sup>	Cumulative
J Street to SB I-5	19.33	**	Yes <sup>(3)</sup>	Cumulative
Imperial Ave to NB I-5	16.97	**	Yes <sup>(3)</sup>	Cumulative

Notes: \* Demand is less than or equal to meter rate.

\*\* Excessive delays over 30 minutes not reliably measurable.

(1) Significance Threshold Criteria presented in Section 5.2.2.

(2) Due to a delay in excess of 5.0 minutes with the addition of trips generated by the Ballpark and Ancillary Development Projects.

(3) Due to an increase of 60 seconds or more in delay with addition of trips generated by Ballpark and Ancillary Development Projects\* to a location with unacceptable delay in excess of 5.0 minutes under the without-Ballpark and Ancillary Development Projects condition.

Source: BRW, Inc., April 1999.

**Freeway Off-Ramp Analysis.** The departure of event traffic from a weekday afternoon ballgame would not introduce any new traffic to the freeway off-ramps and would, therefore, have no significant direct or cumulative impacts on freeway off-ramp traffic operations.

**Intersection Analysis.** Table 5.2-41 summarizes the results of the PM peak hour Level of Service analysis for a weekday afternoon game under both near-term 2002 and cumulative buildout conditions.

Under near-term 2002 conditions, the departure of event traffic during the weekday PM peak hour would result in Level of Service F operations at the following intersections:

- J Street at 17<sup>th</sup> Street;
- Imperial Avenue at 17<sup>th</sup> Street; and
- Imperial Avenue at 19<sup>th</sup> Street.

**TABLE 5.2-41**  
**Event Traffic Analysis**  
**PM Peak Hour Intersection Level of Service**  
**Weekday Afternoon Game Departures**

	Intersections	Year 2002		Buildout	
		Delay* (sec.)	LOS	Delay* (sec.)	LOS
1	A Street & 10 <sup>th</sup>	13.8	B	24.0	C
2	A Street & 11 <sup>th</sup>	19.3	C	23.8	C <sup>(1)</sup>
3	C Street & 10 <sup>th</sup>	10.0	B	N/A	N/A
4	C Street & 11 <sup>th</sup>	9.3	B	N/A	N/A
5	Broadway & 4 <sup>th</sup>	8.2	B	7.9	B
6	Broadway & 5 <sup>th</sup>	6.1	B	4.8	A
7	Broadway & 6 <sup>th</sup>	7.5	B	7.6	B
8	Broadway & 7 <sup>th</sup>	6.2	B	7.5	B
9	Broadway & 10 <sup>th</sup>	6.2	B	7.3	B
10	Broadway & 11 <sup>th</sup>	8.2	B	11.7	B
11	E Street & 10 <sup>th</sup>	8.9	B	8.8	B
12	E Street & 11 <sup>th</sup>	4.3	A	5.9	B
13	E Street & 16 <sup>th</sup>	8.2	B	7.7	B
14	F Street & 6 <sup>th</sup>	5.1	B	2.2	A
15	F Street & 7 <sup>th</sup>	2.9	A	3.9	A
16	F Street & 10 <sup>th</sup>	9.7	B	7.7	B
17	F Street & 11 <sup>th</sup>	2.1	A	4.1	A
18	F Street & 16 <sup>th</sup>	7.1	B	7.9	B
19	G Street & 4 <sup>th</sup>	8.2	B	6.6	B
20	G Street & 6 <sup>th</sup>	9.2	B	7.3	B
21	G Street & 7 <sup>th</sup>	6.6	B	6.2	B
22	G Street & 10 <sup>th</sup>	4.1	A	4.7	A
23	G Street & 11 <sup>th</sup>	24.2	C	9.4	B
24	G Street & 16 <sup>th</sup>	23.6	C	15.9	C
25	G Street & 17 <sup>th</sup>	31.9	D	2.8	A
26	Market & Harbor	24.1	C	19.7	C
27	Market & 4 <sup>th</sup>	3.8	A	5.4	B
28	Market & 6 <sup>th</sup>	2.8	A	1.9	A
29	Market & 7 <sup>th</sup>	3.5	A	7.2	B
30	Market & 10 <sup>th</sup>	2.1	A	3.2	A
31	Market & 11 <sup>th</sup>	55.2	E	41.8	E
32	Market & 19 <sup>th</sup>	7.2	B	9.8	B
33	Harbor & 1 <sup>st</sup>	8.3	B	10.6	B
34	J Street & 17 <sup>th</sup>	70.6	F	69.9	F
35	J Street & 19 <sup>th</sup>	1.7	A	1.3	A
36	Harbor & 5 <sup>th</sup>	12.6	B	11.9	B
37	Harbor & Park	14.3	A <sup>(2)</sup>	27.6	D <sup>(1)</sup>
38	Imperial & 13 <sup>th</sup>	12.4	B	7.9	B
39	Imperial & 16 <sup>th</sup>	22.8	C	58.7	E
40	Imperial & 17 <sup>th</sup>	113.1 <sup>(3)</sup>	F	35.9	D <sup>(1)</sup>
41	Imperial & 19 <sup>th</sup>	69.7	F	81.9	F
42	Commercial & 16 <sup>th</sup>	5.9	B	5.1	B
43	Commercial & 19 <sup>th</sup>	7.1	B	7.3	B
44	Crosby & Logan	21.0	C	18.5	C
45	Harbor & Crosby	17.2	C	11.3	B
46	Market Street & Front St.	4.4	A	4.9	A
47	Market St. & First Ave.	16.4	C	13.6	B
48	Broadway & Front St.	7.7	B	8.9	B
49	Broadway & First Ave.	57.2	E	28.7	D
50	A St. & Front St.	9.3	B	9.4	B
51	A St. & First Ave.	8.9	B	8.4	B
52	Ash St. & Front St.	6.8	B	7.3	B
53	Ash St. & First Ave.	6.6	B	14.8	B
54	Beech St. & Front St.	14.9	B	19.4	C
55	Beech St. & First Ave.	5.0	A	5.0	A
56	Cedar St. & Front St.	8.5	B	36.0	D

**TABLE 5.2-41**  
**Event Traffic Analysis**  
**PM Peak Hour Intersection Level of Service**  
**Weekday Afternoon Game Departures (Continued)**

	Intersections	Year 2002		Buildout	
		Delay* (sec.)	LOS	Delay* (sec.)	LOS
57	Cedar St. & First Ave.	5.3	B	13.1	B
A	J Street & 6 <sup>th</sup>	7.3	B	11.1	B
B	J Street & 7 <sup>th</sup>	5.2	B	6.0	B
C	J Street & 10 <sup>th</sup>	12.2	B	4.2	A
D	J Street & 11 <sup>th</sup>	48.1 <sup>1</sup>	E	31.4	D
E	Park & Imperial	12.3	B	11.3	B
F	Park & 10 <sup>th</sup>	8.4	B	7.6	B
G	Park & 11 <sup>th</sup>	0.1	A	0.7	A

Notes: \* Delay predicted in terms of average stopped delay per vehicle in seconds.

- (1) Assumes implementation of new intersection geometrics and/or signalization are in place to mitigate deficiencies related to the Ballpark and Ancillary Development Projects.
- (2) Assumes implementation of geometrics as proposed in the Park Boulevard Extension roadway improvement plans.
- (3) Delay results in spillback to the freeway and potential blockage of mainline traffic.

Source: BRW, Inc., January, 1999.

Under long-term cumulative buildout conditions, the departure of event traffic during the PM peak hour would result in Level of Service F operations at the following intersections:

- J Street at 17<sup>th</sup> Street; and
- Imperial Avenue at 19<sup>th</sup> Street.

The resulting intersection operations under event conditions were compared to the without-Ballpark and Ancillary Development Projects conditions to assess impacts resulting from the Ballpark and Ancillary Development Projects. Based on the City of San Diego Significance Threshold Criteria, each of these impacts represents a significant “direct” impact in the near-term 2002 and a “cumulative” impact in the cumulative buildout timeframe.

**This analysis is based on the assumption that the freeways and associated on-ramps would provide sufficient capacity to accommodate the peak hour demands and that ramp metering flow rates would be configured to accommodate demand.** As also noted under the non-event conditions related to the Ballpark and Ancillary Development Projects, if sufficient capacity on the freeway mainline is not provided, along with sufficient metered on-ramp flow rates, spillback of traffic onto adjacent roadways and intersections would be a potential problem, specifically at the SR-94 on-ramp from G Street and the I-5 northbound on-ramp from 19<sup>th</sup> Street and Imperial Avenue:

- G Street/SR-94 Eastbound On-Ramp – Traffic queues would extend west along G Street, possibly past Twelfth Avenue, with additional traffic queues on Market Street, 13<sup>th</sup> and 14<sup>th</sup> Streets.

- Imperial Avenue/I-5 Northbound On-Ramp – Traffic queues would extend west along Imperial Avenue, possibly past Twelfth Avenue, as well as along the intersecting north/south roadways.

It should also be noted that these impacts represent a worst case combination of traffic from a sold-out event and peak period outbound commuter traffic, which would occur only in conjunction with a weekday afternoon game. Fewer than ten of these games are anticipated to be scheduled each year. The schedule would consist primarily of weekday evening and weekend games, which would unload traffic during off-peak hours when more roadway capacity would be available to service event traffic.

### ***Neighborhood Street Impacts (Event Conditions)***

Tables 5.2-42 and 5.2-43 display PM peak hour volumes and resulting Levels of Service on the neighborhood roadway segments under near-term 2002 ballpark event conditions for the weekday evening and weekday afternoon games, respectively. Also shown for comparison purposes are the near-term 2002 without-Ballpark and Ancillary Development Projects traffic conditions.

**TABLE 5.2-42**  
**Near-Term 2002 Event Analysis**  
**Traffic Study Neighborhood Sub-Area Roadway Segments**  
**Weekday Evening Game**

Segment	2002 Without-Ballpark/Anc. Dev.		2002 With Ballpark/Anc. Dev.	
	PM Peak Hr. Volumes	LOS	PM Peak Hr. Volumes	LOS
Imperial Avenue, east of I-5	740	C	980	C
Market Street, east of I-5	930	A	990	A
Broadway, east of I-5	400	A	490	A
C Street, east of I-5	420	A	510	B
B Street, east of I-5	650	C	690	C
Pershing Drive, north of Florida Street	1,810	C	2,150	D
Commercial Street, east of I-5	130	A	300	A
National Avenue, south of Commercial St.	380	A	530	B
Crosby Street, north of Harbor Drive	980	A	1,320	B
Harbor Drive, east of Eighth Avenue	1,500	B	2,020	B

Source: BRW, Inc., April 1999.

**TABLE 5.2-43**  
**Near-Term 2002 Event Analysis**  
**Traffic Study Neighborhood Sub-Area Roadway Segments**  
**Weekday Afternoon Game**

Segment	2002 Without-Ballprk/Anc. Dev.		2002 With-Ballprk/Anc. Dev.	
	PM Peak Hr. Volumes	LOS	PM Peak Hr. Volumes	LOS
Imperial Avenue, east of I-5	740	C	1,220	D
Market Street, east of I-5	930	A	1,030	B
Broadway, east of I-5	400	A	570	B
C Street, east of I-5	420	A	610	B
B Street, east of I-5	650	C	730	C
Pershing Drive, north of Florida Street	1,810	C	2,490	D
Commercial Street, east of I-5	130	A	500	B
National Avenue, south of Commercial St.	380	A	650	B
Crosby Street, north of Harbor Drive	980	A	1,720	C
Harbor Drive, east of Eighth Avenue	1,500	B	2,420	C

Source: BRW, Inc., April 1999.

As shown in Tables 5.2-42 and 5.2-43, each of the neighborhood roadway segments would operate at acceptable Levels of Service during both the weekday evening and weekday afternoon game day PM peak hours in the near-term 2002 timeframe.

Tables 5.2-44 and 5.2-45 display PM peak hour volumes and resulting Levels of Service on the neighborhood roadway segments under ballpark event conditions in the cumulative buildout timeframe for weekday evening and weekday afternoon games. Also shown for comparison purposes are the cumulative buildout without-Ballpark and Ancillary Development Projects traffic conditions.

**TABLE 5.2-44**  
**Cumulative Buildout Event Analysis**  
**Traffic Study Neighborhood Sub-Area Roadway Segments**  
**Weekday Evening Game**

Segment	Buildout Without-Ballprk/Anc. Dev.		Weekday Evening Game	
	PM Peak Hr. Volumes	LOS	PM Peak Hr. Volumes	LOS
Imperial Avenue, east of I-5	910	C	1,010	D
Market Street, east of I-5	1,100	B	1,180	B
Broadway, east of I-5	560	B	650	B
C Street, east of I-5	570	B	660	B
B Street, east of I-5	770	D	810	D
Pershing Drive, north of Florida Street	2,260	D	2,600	E
Commercial Street, east of I-5	150	A	340	A
National Avenue, south of Commercial St.	510	B	660	B
Crosby Street, north of Harbor Drive	990	A	1,340	B
Harbor Drive, east of Eighth Avenue	1,640	B	2,160	C

Source: BRW, Inc., April 1999.

**TABLE 5.2-45**  
**Cumulative Buildout Event Analysis**  
**Traffic Study Neighborhood Sub-Area Roadway Segments**  
**Weekday Afternoon Game**

Segment	Buildout Without-Ballprk/Anc. Dev.		Weekday Afternoon Game	
	PM Peak Hr. Volumes	LOS	PM Peak Hr. Volumes	LOS
Imperial Avenue, east of I-5	910	C	1,250	D
Market Street, east of I-5	1,100	B	1,220	B
Broadway, east of I-5	560	B	730	C
C Street, east of I-5	570	B	760	C
B Street, east of I-5	770	D	850	D
Pershing Drive, north of Florida Street	2,260	D	2,960	E
Commercial Street, east of I-5	150	A	540	B
National Avenue, south of Commercial St.	510	B	780	C
Crosby Street, north of Harbor Drive	990	A	1,740	C
Harbor Drive, east of Eighth Avenue	1,640	B	2,560	C

Source: BRW, Inc., April 1999.

As shown in Tables 5.2-44 and 5.2-45, the addition of project event-related traffic would cause Pershing Drive, north of Florida Street to operate at an unacceptable Level of Service under cumulative buildout conditions for both weekday evening and weekday afternoon ballgames.

Based upon the significance criteria established by the City of San Diego, the above impact constitutes a significant “cumulative” impact.

**It is important to note that this conclusion is based on the assumption that the freeways and associated on-ramps provide sufficient capacity to accommodate the peak hour demands.** If sufficient capacity on the freeways and associated on-ramps is not provided, it is likely that motorists will seek alternative routes out of the downtown area, including greater use of local surface streets. This would result in additional increases in traffic volumes on the neighborhood street segments, with a greater potential for significant event-related impacts on both the near-term and cumulative buildout timeframe. The actual magnitude of trip diversion through the adjacent neighborhoods, in response to freeway and on-ramp congestion, is indeterminable using available analytical capabilities.

### ***Impacts on Congestion Management Program (CMP) Routes***

#### ***Primary Study Area (Non-Event)***

The CMP routes within the primary study area (traffic study area) are I-5, SR-94, SR-163, and Harbor Drive. Each route was included in the analysis of near-term 2002 and cumulative buildout conditions both without and with the Ballpark and Ancillary Development Projects, in conformance with the CMP requirements. The following impacts to CMP routes were identified within the primary study area.



**CMP Freeway Routes.** The majority of analyzed freeway segments on I-5, SR-94, and SR-163 operate at Level of Service F without the Ballpark and Ancillary Development Projects in 2002. While, the Ballpark and Ancillary Development Projects would not degrade any additional segments to Level of Service F, the Ballpark and Ancillary Development Projects would cause a significant direct impact on two freeway segments under near-term 2002 conditions:

- SR-163 between Washington and I-5; and
- SR-94 between 17<sup>th</sup> Street and I-15.

Under cumulative buildout conditions, each of the analyzed CMP freeway segments would operate at Level of Service F both without and with the Ballpark and Ancillary Development Projects. The Ballpark and Ancillary Development Projects would, however, have a cumulative significant impact, in combination with other developments, on the following freeway segment:

- SR-94, between 17<sup>th</sup> Street and 28<sup>th</sup> Street.

**CMP Arterial Routes.** None of the analyzed segments of Harbor Drive within the primary study area would operate at Level of Service F in 2002, either without or with the Ballpark and Ancillary Development Projects. In the cumulative buildout timeframe, several segments are predicted to operate at Level of Service F. The Ballpark and Ancillary Development Projects would have a cumulatively significant impact on Harbor Drive between First Avenue and Eighth Avenue (Park Boulevard). Detailed analysis of peak hour intersection operations along the impacted portion of Harbor Drive indicates, however, that acceptable traffic operations can be provided with the existing four-lane cross section with improvement of intersection geometrics at Harbor Drive and the future Park Boulevard.

#### *Secondary Study Area (Non-Event)*

A secondary analysis was conducted within an expanded area of influence to ensure identification of all potential CMP impacts.

**CMP Freeway Routes.** Using select zone data, SANDAG provided a supplemental listing of all freeway segments to which project traffic contributed more than 2,400 vehicles per day, without an event, as stipulated by the CMP criteria. These segments, in addition to segments reported in previous sections, are listed in the Table 5.2-46.

As indicated in Table 5.2-46, the following additional freeway segments in the secondary study area would exceed the CMP threshold operations in the near-term 2002 timeframe with the addition of (non-event) traffic generated by the Ballpark and Ancillary Development Projects:

- I-5 between I-8 and Sea World Drive;
- I-5 between 28<sup>th</sup> Street and I-15;
- I-5 between I-15 and 16<sup>th</sup> Street;
- I-5 between 16<sup>th</sup> Street and SR-54;

- SR-163 between I-8 and Friars Road;
- SR-163 between Friars Road and Genesee Avenue;
- SR-94 between I-15 and I-805;
- SR-94 between I-805 and Euclid Avenue;
- SR-94 between Euclid Avenue and College Avenue;
- SR-94 between College Avenue and Massachusetts Avenue; and
- I-15 between I-805 and SR-94.

**TABLE 5.2-46**  
**Summary of Secondary Analysis of CMP Impact on the Regional Freeway System**  
**Near-Term (2002) and Cumulative Buildout Conditions (Non-Event)**

Route	Limits	2002 Activity Traffic Exceeds CMP Criteria <sup>(2)</sup>	Cumulative Activity Traffic Exceeds CMP Criteria <sup>(2)</sup>	Significant Ballprk/Anc. Dev. Impact <sup>(3)</sup>	Type of Impact <sup>(3)</sup>
I-5 (North of Study Area)	I-8 to Sea World Dr	Yes	No	Yes <sup>(4)</sup>	Direct
I-5 (South of Study Area)	28 <sup>th</sup> Street to I-15	Yes	No	Yes <sup>(4)</sup>	Direct
	I-15 to 16 <sup>th</sup> Street	Yes	No	Yes <sup>(4)</sup>	Direct
	16 <sup>th</sup> Street to SR-54	Yes	No	Yes <sup>(4)</sup>	Direct
SR-163	I-8 to Friars Road	Yes	No	Yes <sup>(4)</sup>	Direct
	Friars Rd to Genesee Ave	Yes	No	Yes <sup>(4)</sup>	Direct
SR-94	I-15 to I-805	Yes	Yes	Yes <sup>(5)</sup>	(6)
	I-805 to Euclid Ave	Yes	Yes	Yes <sup>(5)</sup>	(6)
	Euclid Ave to College Ave	Yes	Yes	Yes <sup>(5)</sup>	(6)
	College to Massachusetts	Yes	No	Yes <sup>(4)</sup>	Direct
I-15	I-805 to SR-94	Yes	Yes	Yes <sup>(5)</sup>	(6)

Notes: (1) Based on SANDAG 1996-2000 Regional Transportation Plan

(2) Daily project traffic exceeds the CMP threshold of 2,400 two-way daily trips for freeway segments. (See Section 5.2.1.1)

(3) Significance Threshold Criteria presented in Section 5.2.2.

(4) "Yes" indicates that the addition of traffic generated from the Ballpark and Ancillary Development Projects would result in a significant direct impact under the near-term 2002 timeframe.

(5) "Yes" indicates that the addition of traffic generated by the Ballpark and Ancillary Development Projects would result in a significant cumulative impact under the long-term, cumulative buildout timeframe.

(6) Indicates those segments that would experience both significant direct (near-term 2002) and cumulative (long-term, cumulative buildout) impacts related to the Ballpark and Ancillary Development Projects.

Source: BRW, May 1999.

Based on the significance threshold criteria, these freeway segments would experience a significant "direct" impact as a result of implementation of the Ballpark and Ancillary Development Projects under the near-term 2002 timeframe.

**CMP Arterial Routes.** A secondary analysis of Congestion Management Program (CMP) impacts on Harbor Drive was also conducted within the expanded area of influence. This analysis identifies all potential impacts to segments of Harbor Drive, beyond the primary study area limits, from the implementation of the Ballpark and Ancillary Development Projects under typical daily conditions.

Using select zone data, SANDAG provided a supplemental listing of all of the segments on Harbor Drive outside of the primary study area, to which the project contributed more than 800

vehicles per day, without an event, as stipulated by the CMP criteria. The Without and With Ballpark and Ancillary Development Projects traffic volumes on these additional segments of Harbor Drive, along with the significance analysis, are summarized in Table 5.2-47.

**TABLE 5.2-47**  
**Summary of Secondary Analysis of CMP Impact on Harbor Drive**  
**Near-Term (2002) and Cumulative Buildout Conditions**

From/To	Number of Lanes	LOS E Capacity	Without-Ballprk/Anc. Dev. Volume/V/C/ LOS	With-Ballprk/Anc. Dev. Volume/V/C/ LOS	Significant Ballprk/Anc. Dev. Impact <sup>(1)</sup>	Type of Impact <sup>(1)</sup>
<b><i>Near-Term 2002</i></b>						
Airport to Laurel	6	50,000	82,600/1.65/F	82,900/1.66/F	No	N/A
Laurel to Hawthorn	6	50,000	54,900/1.10/F	55,700/1.11/F	No	N/A
Hawthorn to Ash	4	40,000	24,700/0.62/C	25,900/0.65/C	No	N/A
Ash to Market	4	40,000	20,800/0.52/B	22,100/0.55/C	No	N/A
Crosby to Sampson	4	40,000	15,400/0.39/B	16,200/0.41/B	No	N/A
<b><i>Long-Term Cumulative Buildout</i></b>						
Airport to Laurel	6	50,000	108,000/2.16/F	108,400/2.17/F	No	N/A
Laurel to Hawthorn	6	50,000	69,200/1.38/F	69,300/1.39/F	No	N/A
Hawthorn to Ash	4	40,000	25,600/0.64/C	26,000/0.65/C	No	N/A
Ash to Market	4	40,000	21,800/0.55/C	22,300/0.56/C	No	N/A
Crosby to Sampson	4	40,000	39,500/0.99/E	40,700/1.02/F	Yes <sup>(1)</sup>	Cumulative
Sampson to 28 <sup>th</sup> St.	4	40,000	34,700/0.87/D	35,400/0.89/E	No	N/A
28 <sup>th</sup> St. to 32 <sup>nd</sup> St.	4	40,000	43,500/1.09/F	44,100/1.10/F	No	N/A
32 <sup>nd</sup> St. to 8 <sup>th</sup>	4	40,000	45,900/1.15/F	46,500/1.16/F	No	N/A
8 <sup>th</sup> to I-5	4	40,000	42,300/1.06/	42,800/1.07/F	No	N/A

Notes: (1) Project Traffic-Related Significance Threshold Criteria presented in Section 5.2.2.

“Yes” indicates that a significant impact related to the Ballpark and Ancillary Development Projects would occur due to a reduction in Level of Service from LOS A-E (Without-Ballpark and Ancillary Development Projects) to LOS F (With-Ballpark and Ancillary Development Projects).

As indicated in Table 5.2-47, none of the analyzed segments in the expanded area of influence would experience a significant direct impact related to the Ballpark and Ancillary Development Projects in the near-term year 2002 timeframe. In the long-term, cumulative buildout timeframe, the following analyzed segment of Harbor Drive within the expanded area of influence would experience a cumulative impact related to the Ballpark and Ancillary Development Projects:

Harbor Drive between Crosby Street and Sampson Street.

#### *Primary Study Area (Event)*

Analysis of the CMP freeway segments indicates that the following segments would be cumulatively impacted by event traffic in the near-term 2002 timeframe:

- I-5, I-8 to Crosby;
- SR-163, I-8 to I-5; and
- SR-94, I-15 to 17<sup>th</sup> Street.

Event traffic in the cumulative buildout timeframe would significantly impact the following primary study area CMP freeway facilities:

- I-5, I-8 to 28<sup>th</sup> Street;
- SR-163, I-8 to I-5; and
- SR-94, I-15 to 17<sup>th</sup> Street.

Similar to the non-event traffic, the event traffic would also have a cumulatively significant impact on Harbor Drive between First Avenue and Eighth Avenue (Park Boulevard).

#### *Secondary Study Area (Event)*

With the addition of event traffic, the project would contribute to additional impacts on the regional freeway system. A sold-out ballgame would draw fans from throughout the region, and would contribute to traffic on all major freeway segments in San Diego County. A sold-out weekday evening ballgame would generate 26,280 vehicle trips, including both game arrival and departure trips. Of these trips, approximately 4,200 would occur in the inbound direction during the PM peak hour. The CMP requires that traffic impact reports address any CMP freeway links with 150 or more peak hour trips in either direction. Any freeway segment carrying a minimum of three- to four- percent of the ballpark trips would meet this threshold. Given the wide geographic distribution of ballpark event attendees, it can generally be assumed that all major freeway segments in San Diego County would carry at least a minimum of three- to four-percent of ballpark event trips.

SANDAG's 1996-2020 Regional Transportation Plan indicates that some 181 miles, or 60% of the approximately 300 miles, of the freeway system within the Urban Area of San Diego County will experience moderate to heavy congestion in 2020 in the revenue-constrained plan. Moderate congestion (level of service E or F(0)) would exist on approximately 82 of these 181 miles, while the remaining 99 miles would experience heavy congestion (level of service F(1) to F(3)). Thus, with the addition of event traffic, the project would contribute to a significant cumulative impact related to the Ballpark and Ancillary Development Projects on all congested freeway segments in the region.

The distribution of event traffic, based on the geographical distribution of ballgame fans, as derived from game-day fan surveys conducted in May, 1998, indicates that up to 1.5% of these trips would be anticipated to occur on the analyzed segments of Harbor Drive, resulting in up to 200 additional trips on these segments (in either direction). Additional trips would not result in any additional impacts related to the Ballpark and Ancillary Development Projects beyond those identified in Table 5.2-47, which indicate that event-related traffic would contribute to a cumulatively significant impact on the following:

- Harbor Boulevard between Crosby Street and Sampson Street.

#### Parking

The parking needs for an event would be met through a variety of ways. The ballpark represents the biggest demand for parking and would rely on both on-site and off-site parking facilities. The Retail at the Park and Ancillary Development Projects uses would include on-site parking to meet their parking needs and provide for a portion of the ballpark parking needs.

The parking needs of the ballpark would also utilize the existing downtown parking supply. Currently, there are approximately 55,000 parking spaces in downtown San Diego, including on-street spaces, publicly-owned off-street surface lots and structures, and privately-owned off-street surface lots and structures.

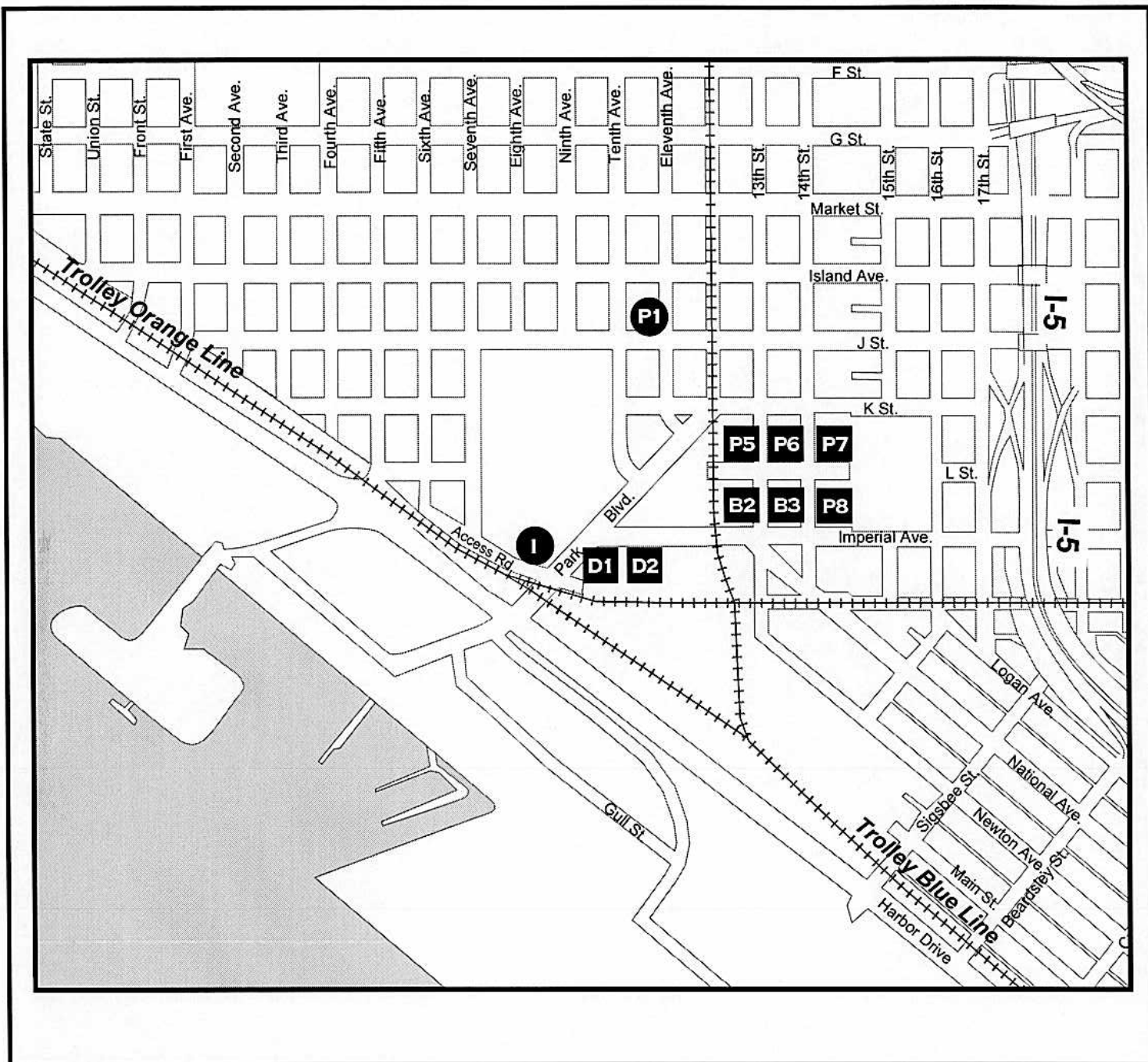
The proposed Ballpark Project would provide a total of 2,383 new parking spaces which would be reserved for baseball event parking. This includes 80 spaces for player and administrative staff parking, located on-site in a structured facility under the ballpark's third base garden building. Table 5.2-48 lists the proposed Ballpark Project parking facilities and Figure 5.2-12 displays the location of these facilities. It should be noted that either B2 and B3 would be used for parking, or P7 and P8 would be used. P5 and P6 would be used in either case.

**TABLE 5.2-48**  
**Ballpark Project Parking**

Parcel	Parking Spaces
I	80
P1	1,000
D1, D2	538
P5	200
P6	200
B2 or P8	165
B3 or P7	200
<b>Total</b>	<b>2,383</b>

Source: San Diego Padres, April 1999.

Parking requirements for baseball games are site and time specific. Key factors influencing parking needs include the mode of access and average vehicle occupancy. As discussed earlier, mode of access projections were developed for weekday evening, weekday afternoon and weekend evening games. Auto access is projected to vary from 80% for weekday evening and weekend evening games to 70% for weekday afternoon games. During weekday afternoon games, only a portion of the existing parking throughout the downtown area would be available for ballpark parking. This would result in a decrease in the proportion of auto access and increased transit utilization for weekday afternoon games. In addition, the higher weekday



LEGEND	
	Surface
	Structure



Source: BRW, Inc., March 1999

Parking Facility Locations  
With Ballpark and Ancillary Development Projects \_\_\_\_\_ Figure 5.2-12

afternoon downtown population (employees and residents) would result in a higher proportion of walk trips to the ballpark.

For the fans driving to a game, the average vehicle occupancy was assumed to be 2.8 people per car for weekday evenings and afternoons and 3.0 people per car for weekend games, based upon existing fan behavior and the experience of ballparks around the country. A higher vehicle occupancy factor was assumed for the weekend games based on more family/group attendance.

Table 5.2-49 shows the parking demand for a sold-out ballgame for the three different game scenarios.

**TABLE 5.2-49**  
**Ballgame Parking Demand**

	<b>Weekday Evening</b>	<b>Weekday Afternoon</b>	<b>Weekend Evening</b>
Fans <sup>1</sup>	46,000	46,000	46,000
Fans Arriving by Auto <sup>2</sup>	80%	70%	80%
Fans per Auto <sup>2</sup>	2.8	2.8	3.0
Fan Parking Demand (in spaces) <sup>3</sup>	13,140	11,500	12,270
<b>Other Parking Demand (in spaces)<sup>4</sup>:</b>			
- Players/Family	160	160	160
- Management	150	150	150
- Support Personnel <sup>5</sup>	300	300	300
- Press	100	100	100
<b>Total Demand (in spaces)</b>	<b>13,850</b>	<b>12,210</b>	<b>12,980</b>

<sup>1</sup> 46,000 fans is based on 42,500 seats plus 3,500 lawn seats.

<sup>2</sup> Data from Mode of Access Report.

<sup>3</sup> Calculated as follows: Fans (46,000) x Fans Arriving by Auto (.80)/Fans per Auto (2.8)=Fan Parking Demand (13,140)

<sup>4</sup> Other parking demand based on current demand at Qualcomm Stadium.

<sup>5</sup> Includes vendors, parking attendants, ushers and ticket-takers, security employees, grounds crew and Padres staff. Of 1,000 total service employees, it was assumed 40% would use transit, and remainder would carpool at rate of 2.0/vehicle.

Source: BRW, Inc., April 1999.

As shown, the highest parking demand is expected to occur on a weekday evening (13,850 spaces), and the lowest on a weekday afternoon (12,210 spaces).

In addition to the ballpark, parking demands associated with other near-term development could impact the availability of overall parking in the Centre City. Table 5.2-50 displays ballpark parking demands, along with additional overflow parking demands associated with planned developments, including the expansion of the Convention Center (San Diego Convention Center Expansion Project, Parking Management and Monitoring Program for the Expanded and Existing Center, Keyser Marston Associates, Inc., October, 1997 and Linscott, Law and Greenspan, January, 1995). These represent maximum parking demands in excess of planned parking facilities, e.g. potential parking deficits, associated with these developments.

**TABLE 5.2-50**  
**Total Traffic Study Area Parking Demands**

	<b>Weekday Evening</b>	<b>Weekday Afternoon</b>	<b>Weekend Evening</b>
Ballpark	13,850	12,210	12,980
Convention Center Expansion <sup>1</sup>	2,200	400	2,300
Planned Cumulative Projects <sup>1</sup>	700	200	900
<b>Totals</b>	<b>16,850</b>	<b>12,810</b>	<b>16,180</b>

<sup>1</sup> Represents "will serve" offsite parking facilities also within 20 minute travel time of ballpark.

<sup>2</sup> Represent maximum identified demand in excess of parking facilities provided as part of each development.

Source: BRW, April 1999.

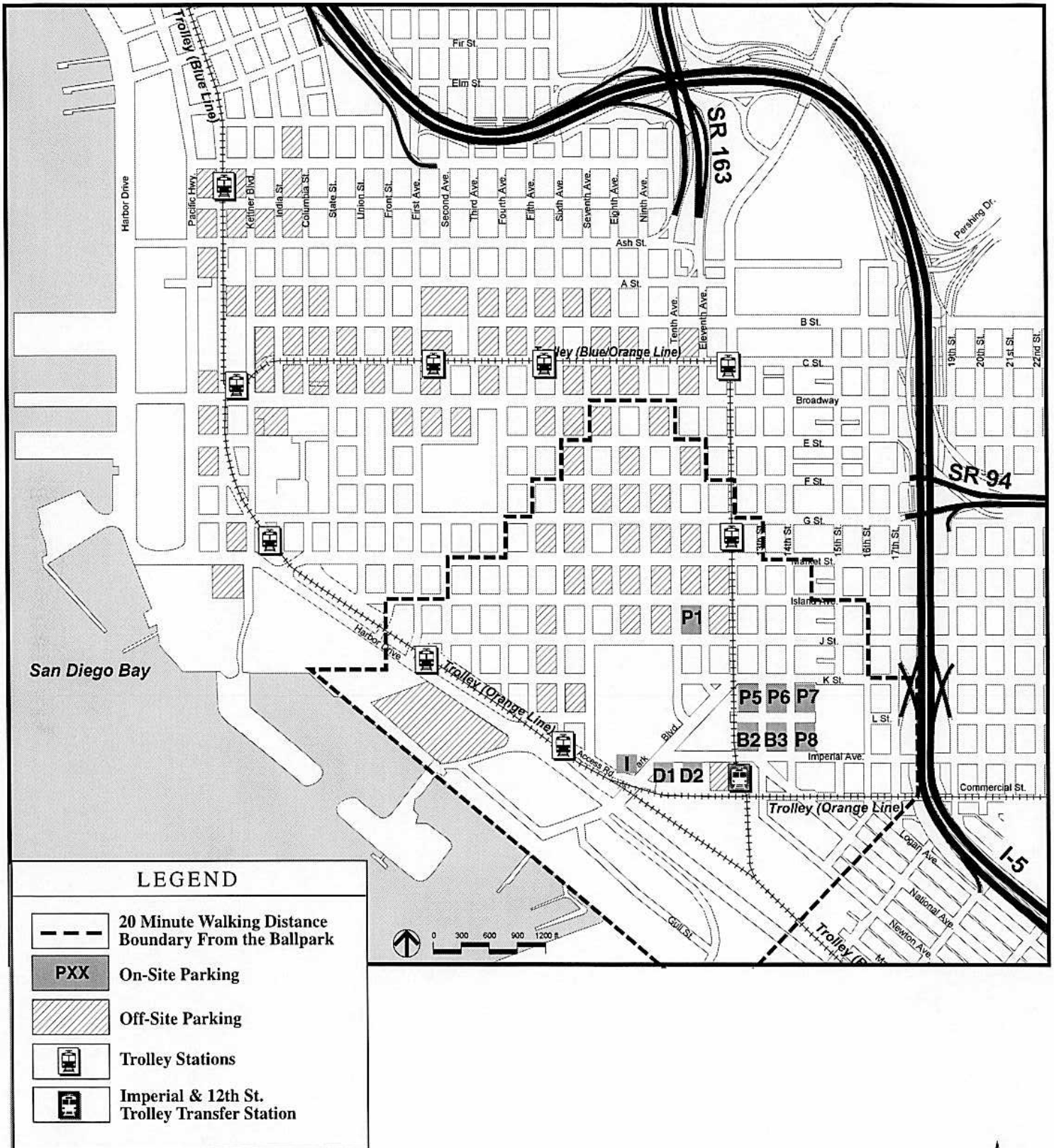
### ***Ballgame Parking Availability***

There are approximately 55,000 parking spaces in downtown San Diego. Of these spaces, roughly 75 percent are open to the public and conceivably could be used by baseball fans. The remaining 25 percent are dedicated to specific users and are not available for the general public. The proposed Ballpark Project would add 2,383 parking spaces to the existing supply by opening day. Phase One Ancillary Development would add a minimum of 1,840 spaces and Phase Two Ancillary Development would include an additional 762 spaces.

Of the parking downtown, only that which is within a 20-minute travel time of the ballpark can really be considered viable for use by the fans. The 20-minute travel time can be measured in either walking time or in combined walking/Trolley ride time. For purposes of this analysis, parking within either three blocks of a downtown Trolley station or a 20-minute walk of the ballpark was assumed to fall within this 20-minute criterion, which is generally accepted as an industry standard throughout the United States. Most parkers will walk farther to a special event destination than for any other trip purpose, and will walk farther from an off-street parking facility than from an on-street parking space (Eno Foundation, Robert Wert and Herbert Livinson, 1990). Planning standards for visitors at parks, stadiums and arenas are based upon a maximum walk distance of 3,000 feet, or about the average distance that can be walked in 20 minutes with intersection crossings (Smith and Butcher, Urban Land Institute, June, 1994). While variables such as terrain and climate can also affect walking distances, neither of these was considered a constraining factor in the downtown study area. Figure 5.2-13 displays the location of downtown parking within a 20-minute travel time of the ballpark.

Table 5.2-51 presents the existing planned parking supply within a 20-minute travel time of the ballpark that could be available for ballgame use. The available spaces reflect the daily ebb and flow in the demand for parking in the downtown area. During a weekday afternoon game, downtown workers occupy most of the spaces, so less parking would be available for ballgame use. During night and weekend games, most of the downtown workers are absent and fewer spaces are occupied by people in the downtown for shopping and entertainment, leaving more spaces for ballgame use. Utilization factors were derived from various lot counts conducted during June, 1998 and from historical data provided by ACE Parking.





Source: BRW, Inc., February 1999

Parking Facilities Within  
20 Minute Travel Time To Ballpark \_\_\_\_\_ Figure 5.2-13



On average, downtown parking spaces were found to be 70% occupied during weekday afternoons and 30% occupied during evenings and weekends. Specific locations, e.g., lots located in and around the Gaslamp District, experience higher utilization, especially during weekend evenings.

**TABLE 5.2-51**  
**Available Parking Supply Within 20 Minutes of the Ballpark**

Parking	Total Spaces	Spaces Available <sup>1</sup>		
		Weekday Evening	Weekday Afternoon	Weekend Evening
New On-Site Parking <sup>2</sup>	2,383	2,383	2,383	2,383
Ancillary Development (Phase 1)	1,840	750	0	900
MTDB Garage <sup>3</sup>	1,000	0	100	0
Convention Center <sup>4</sup>	1,850	0	0	0
Other Spaces within 20-Minute Walk	5,340	3,050	1,860	2,000
Spaces within Three Blocks of Downtown Trolley Stations <sup>5</sup>	14,950	8,743	4,130	7,398
<b>Total</b>	<b>27,363</b>	<b>14,926</b>	<b>8,473</b>	<b>12,681</b>

<sup>1</sup> Based on average parking utilization rates obtained from surveys conducted by BRW during June, 1998 and historical data on file at ACE Parking.

<sup>2</sup> Dedicated ballpark parking.

<sup>3</sup> The MTDB garage is assumed to be utilized by the Convention Center.

<sup>4</sup> 700 spaces are contractually obligated to the San Diego Marriott Hotel. It was assumed the remaining spaces would be used by the Convention Center.

<sup>5</sup> Excludes Convention Center "will serve" parking facilities.

Source: BRW, April 1999.

Table 5.2-52 documents the adequacy of the available supply to meet the projected demands for a sold-out game.

As shown, there would be a significant projected shortfall of available parking for both a sold-out weekday afternoon and weekend evening ballgames. Adequate parking would be available for sold-out weekday evening and weekend afternoon ballgames. ~~However, due to other cumulative parking demands in the traffic study area, there would be potential parking shortages within Centre City during a sold-out weekend evening ballgame.~~

**TABLE 5.2-52**  
**Parking Needs Assessment for a Sold-Out Game**

	Weekday Evening	Weekday Afternoon	Weekend Evening
Available Supply	14,926	8,473	12,681
Projected Ballpark Demand	13,850	12,210	12,980
Surplus/(Deficit) for Ballpark Event	1,076	(3,737)	(299)
Other Unmet Cumulative Demand in Study Area <sup>1</sup>	700	200	900
Cumulative Surplus/(Deficit)	376	(3,937)	(1,199)

<sup>1</sup> Excludes of Convention Center "will serve" offsite facilities

Source: BRW, January, 1999.

Competition for limited parking supplies during weekday afternoon and weekend evening ballgames could have a negative influence on surrounding land uses, most notably the Gaslamp District and the Convention Center.

Parking utilization in the Gaslamp District can approach 90% on Friday and Saturday evenings. A significant number of the estimated ~~27,363~~<sup>49,990</sup> parking spaces within a 20-minute travel time of the ballpark are also utilized by patrons of the Gaslamp District. Competition for available parking could lead to higher prices and increased difficulty by both ballpark and Gaslamp District patrons in finding parking spaces. This problem would be most pronounced on Friday and weekend evenings.

It is important to note that the analysis was conservative and assumed coincident events at both the ballpark and the Convention Center. The Convention Center Expansion EIR concluded that the on-site parking supply would be adequate to accommodate the future demand for the majority of the expanded Convention Center events (Linscott, Law and Greenspan, January, 1995). Parking within the immediate area of the Convention Center is expected to accommodate any shortfalls. For peak exhibits, the Convention Center was calculated to have parking deficits on about 20% of the weekdays (8:00 AM to 5:00 PM) and about 25% of the nights/weekends. Most of the projected deficits are relatively small and were assumed to be accommodated by off-site parking. A Parking Management Plan has been outlined to facilitate Convention Center parking by monitoring demand and directing patrons to available parking. The availability of off-site parking for both ballpark and Convention Center events would, however, be limited by coincident events. If coincident events were not to occur, the available parking supply would be adequate for a weekend evening game, but parking shortages would still occur for a weekday afternoon game.

The shortage of ballpark parking during weekday afternoon and weekend evening ballgames could also create impacts on the surrounding residential neighborhoods, such as Barrio Logan, Golden Hill and Sherman Heights. With limited parking on nearby lots and structures, ballpark patrons would be more likely to park along streets in the adjacent residential areas, creating additional congestion and impacts on available parking for neighborhood residents and guests. This would result in significant direct and cumulative impacts related to the Ballpark and Ancillary Development Projects on neighborhood parking under both near-term 2002 and cumulative buildout conditions.

### Transit

The evaluation of a ballpark event under near-term 2002 and cumulative buildout conditions assumed maximum capacity game attendance of 46,000 fans. Mode of access information was used to project ballgame transit demand and related gameday transit service and facility requirements. Transit access (rail and bus) is projected to vary from 18% for weekday evening and weekend evening ballgames to 26% for a weekday afternoon game.

Table 5.2-53 provides a breakdown of projected ballgame transit demand by transit mode and game type, under maximum attendance conditions.

**TABLE 5.2-53**  
**Ballpark Event Transit Trips**  
**Maximum Capacity Attendance**

Travel Mode	Weekday Evening		Weekday Afternoon		Weekend Evening	
Coaster	0.4%	185	0.0%	0	0.5%	230
Trolley Blue Line	10.2%	4,690	15.4%	7,080	10.2%	4,690
Trolley Orange Line	4.4%	2,020	6.6%	3,040	4.3%	1,980
Bus (Local/Express/Charter)	3.0%	1,385	4.0%	1,840	3.0%	1,380
<b>Totals</b>	<b>18.0%</b>	<b>8,280</b>	<b>26.0%</b>	<b>11,960</b>	<b>18.0%</b>	<b>8,280</b>

Source: BRW/SANDAG, April 1999.

Table 5.2-54 displays ballgame peak hour transit boardings by transit mode both before and after a ballgame. The Trolley Blue Line was broken down into north and south segments.

**TABLE 5.2-54**  
**Ballgame Attendees Peak Hour Transit Boardings**  
**Maximum Capacity Attendance**

Transit Mode	Weekday Evening		Weekday Afternoon		Weekend Evening	
	Inbound 5:00-6:00pm	Outbound 10:00-11:00pm	Inbound 1:00-2:00pm	Outbound 5:00-6:00pm	Inbound 6:00-7:00pm	Outbound 10:00-11:00pm
Coaster	60	135	0	100	130	165
Trolley Blue Line (North)	1,230	2,770	3,250	4,180	2,155	2,770
Trolley Blue Line (South)	270	610	715	920	475	610
Trolley Orange Line	645	1,455	1,700	2,190	1,110	1,430
Bus (Local/Express/Charter)	445	1,000	1,030	1,325	770	995
<b>Totals</b>	<b>2,650</b>	<b>5,970</b>	<b>6,695</b>	<b>8,715</b>	<b>4,640</b>	<b>5,970</b>

Source: BRW, April 1999.

### ***Near-Term (2002) Ballpark-Event Transit Service Impacts***

The analysis of event-related transit impacts focused on the weekday PM peak hour, during which ballpark arrivals and departures would have significant overlap with existing peak hour transit ridership. The analysis also focused specifically on rail services (Trolley and Coaster) to the ballpark because of higher demand, relative to local bus services. Local bus service would be supplemented as necessary with special event services, which would be provided by a variety of public and private operators. Table 5.2-55 provides a comparison of Year 2002 projected hourly Trolley demand versus “Standee” capacity at the 12<sup>th</sup> & Imperial Transfer Station for the times when ballgame transit demands would overlap with other Centre City travel peaks. This approach provides a conservative analysis because ballgame-event transit demand is added to the largest daily ridership, rather than to the somewhat smaller ridership that is usually found before and after the PM peak.

**TABLE 5.2-55**  
**2002 Ballgame Event**  
**Trolley Demand/Capacity Comparisons<sup>1</sup>**  
**12<sup>th</sup> & Imperial Transfer Station**

Route	Peak Hour Service Frequency (Minutes)	Weekday Evening Game	Weekday Afternoon Game
		Pre-Game 5:00 – 6:00 PM Inbound	Post-Game 5:00 – 6:00 PM Outbound
Blue Line (South)	7.5	1,260/3,600	2,620/3,600
Blue Line (North)	7.5	2,580/3,600	<b>4,820/3,600</b>
Orange Line	15.0	1,055/1,800	<b>3,025/1,800</b>
Coaster	30.0	135/1,400	520/1,400

<sup>1</sup> xxx/yyy = demand/standing capacity.

Bold figures represent demand in excess of capacity.

Source: BRW, April 1999.

As shown above, adequate capacity would be available to serve pre-game transit demands for the weekday evening game. However, outbound Trolley demands would exceed available standing capacity during a weekday afternoon post-game peak hour on both the northbound Blue Line and the eastbound Orange Line, resulting in a significant direct impact related to the Ballpark and Ancillary Development Projects to these Trolley lines. The analysis assumed that post-game demands could be accommodated uniformly over the post-game peak hour when in reality demands would likely peak in the 30 minutes immediately following the conclusion of a game.

Peak hour timeframes were utilized to identify potential impacts under maximum peak period demands concurrent with loading and unloading a ballpark event. It should be noted that off-peak period transit services would also be impacted by event transit demands. The loading of a weekday afternoon ballgame would result in additional midday off-peak period transit demands. In a similar manner, the unloading of both weekday and weekend evening ballgames would generate additional late evening off-peak period transit demands. Additional transit service beyond that normally provided during the off-peak periods would be required.

### ***Cumulative Buildout Ballpark-Event Transit Service Analysis***

Activity event impacts were also analyzed under cumulative buildout conditions. Ballgame attendees were added to both the Centre City buildout and the Ballpark and Ancillary Development (non-event) transit demands. Table 5.2-56 provides a comparison of projected hourly Trolley demand versus capacity at the 12<sup>th</sup> & Imperial Transfer Station, under cumulative buildout with-event conditions.

**TABLE 5.2-56**  
**Buildout Ballgame Event**  
**Trolley Demand/Capacity Comparisons<sup>1</sup>**  
**12<sup>th</sup> & Imperial Transfer Station**

Route	Peak Hour Service Frequency (Minutes)	Weekday Evening Game Pre-Game 5:00 – 6:00 PM Inbound	Weekday Afternoon Game Post-Game 5:00 – 6:00 PM Outbound
Blue Line (South)	7.5	2,490/3,600	<b>4,745/3,600</b>
Blue Line (North)	3.75	4,605/7,200	5,955/7,200
Orange Line	7.5	1,225/3,600	3,450/3,600
Coaster	30	150/1,400	600/1,400

<sup>1</sup> xxx/yyy = demand/standing capacity.

Bold figures represent demand in excess of capacity.

Source: BRW, April 1999.

As shown above, there would be no capacity impacts associated with the pre-game transit service to a weekday evening game in the Centre City buildout timeframe. However, Trolley demands would exceed available capacity during the weekday afternoon post-game peak hour on the southbound Blue Line, resulting in a significant cumulative impact related to the Ballpark and Ancillary Development Projects. Adequate capacity would be available on the remaining Trolley lines for a weekday afternoon ballgame. Compared with the near-term 2002, the increased service frequencies assumed for the buildout condition on both the Blue Line (north) and Orange Line would provide adequate capacity to meet post-game demands on these lines. Like the 2002 analysis, this analysis assumes that post-game demand could be accommodated uniformly over the post-game peak hour, when in reality demand will peak during the 30 minutes immediately following the conclusion of a ballgame.

Peak hour timeframes were utilized to identify potential impacts under maximum peak period demands concurrent with loading and unloading a ballpark event. It should be noted that off-peak period transit services would also be impacted by event transit demands. The loading of a weekday afternoon ballgame would result in additional midday off-peak period transit demands. In a similar manner, the unloading of both weekday and weekend evening ballgames would generate additional late evening off-peak period transit demands. Additional transit service beyond that normally provided during the off-peak periods would be required.

### ***Park-and-Ride Analysis***

Many ballpark patrons choosing to use the Trolley to access a ballgame would utilize park-and-ride facilities along the various Trolley lines. Ballgame events would result in an additional maximum park-and-ride demand of between 2,400 and 4,000 vehicles if all projected ballpark Trolley patrons were to park-and-ride at Trolley stations. Table 5.2-57 displays the maximum estimated park-and-ride demand associated with ballgame Trolley patrons.

**TABLE 5.2-57**  
**Maximum Park-and-Ride Demand**

<b>Line</b>	<b>Demand Range (Vehicles)</b>	<b>Available Capacity (Vehicles)</b>
Blue Line (South)	300 – 500	1,350
Blue Line (North)	1,400 – 2,300	<b>550</b>
Orange Line	700 – 1,200	2,270
<b>Total</b>	<b>2,400 – 4,000</b>	<b>4,170</b>

Source: MTDB/BRW, April 1999.

As shown, adequate park-and-ride capacity would exist along each of the lines, with the exception of the Blue Line (north). It is also likely that specific station locations along the Trolley lines could experience demand which exceeds supply. For instance, the E Street Trolley Station in Chula Vista currently fills to capacity on an average day. The Old Town Transit Center has also exhibited capacity problems during events at Qualcomm Stadium.

As a result of these anticipated parking shortages, the Ballpark and Ancillary Development Projects would result in significant direct and cumulative impacts related to the Ballpark and Ancillary Development Projects to existing park-and-ride facilities under both 2002 and cumulative buildout conditions.

### Pedestrian Circulation

The evaluation of pedestrian requirements and impacts focused specifically on ballgame events at the proposed ballpark. The analysis reviewed projected game-day pedestrian flows for major pedestrian corridors to and from the ballpark.

Based upon mode of access projections developed for the ballpark, it is estimated that between two and four percent of fans would either walk, ride a bicycle, or take a taxi to a game as their primary travel mode. The two percent applies to both weekday evening and weekend games, and the four percent applies to weekday afternoon games. A higher value was used for weekday afternoon games because it was assumed that a portion of the downtown employees going to a game would walk to the ballpark.

Under maximum attendance, approximately 1,840 fans would walk, bike or utilize a taxi for a weekday afternoon ballgame, while approximately 920 fans would do the same for weekday and weekend evening games. Under average attendance conditions, approximately 1,480 fans would be pedestrians for a weekday afternoon ballgame, with 740 pedestrians for the weekday and weekend evening games.

While the above percentages are relatively low, in actuality every fan going to a game becomes a pedestrian regardless of primary travel mode. Fans driving or taking the Trolley or bus, for example, would have to walk to the ballpark from their parking locations or transit stops. Based upon mode of access projections, under maximum game attendance between 32,200 and 36,800 fans (depending upon the game scenario) would arrive by auto and then become pedestrians

accessing the ballpark from various parking locations. Similarly, under maximum attendance, between 8,280 and 11,960 fans would be transit-based pedestrians.

Table 5.2-58 summarizes the sources of fan pedestrian trips under maximum game attendance conditions.

**TABLE 5.2-58**  
**Ballpark Pedestrian Trips Maximum Attendance**

Source	Weekday Evening	Weekday Afternoon	Weekend Evening
Walk	920	1,840	920
Auto	36,800	32,200	36,800
Transit	8,280	11,960	8,280
<b>Totals</b>	<b>46,000</b>	<b>46,000</b>	<b>46,000</b>

Source: BRW, April 1999.

### ***Fan Arrival and Departure Patterns***

The pedestrian activity associated with the ballpark would also be a function of the timing of fan arrivals and departures. Typically, fans would arrive at a ballgame over the two-hour period preceding the game, with a much shorter period of departure after a game. Approximately one-third of the fans would arrive one to two hours before a game start, with just over one-half arriving in the hour preceding a game. Fan departure patterns are much more concentrated with over 70% of the fans leaving the ballpark within one hour after the conclusion of a game. Under maximum attendance conditions, this translates to over 30,000 pedestrians in the immediate vicinity of the ballpark after a game seeking access to parking and transit facilities, as well as surrounding restaurants and bars.

### ***Pedestrian Origins and Primary Access Routes***

Fans would initiate their pedestrian trips from a variety of locations once they arrive downtown and would concentrate along a number of primary pedestrian corridors to access the ballpark.

Fans driving to a game would likely park in three areas: ballpark-controlled facilities, facilities within a 20-minute walk of the ballpark, and other parking facilities in the downtown area located within three blocks of a downtown Trolley station.

Parking spaces within the immediate vicinity of the ballpark could generate up to approximately 10,000 pedestrians for a weekend game. Sidewalks along J Street, L Street and Imperial Avenue would carry most of the pedestrians from the ballpark parking facilities.

The second parking area is within a 20-minute walk of the ballpark. Major pedestrian corridors linking the more distant off-site lots to the ballpark include Seventh Avenue, Tenth Avenue, J Street and Imperial Avenue. These pedestrian corridors must also accommodate a maximum of 10,000 pedestrians.



The third parking area includes spaces within a three-block radius of downtown Trolley stations. Up to 28,000 fans could be expected to use these facilities for a weekend evening game and would require use of the Trolley and other available transit shuttle services to access the ballpark, joining an additional 6,900 fans who are expected to use the Trolley as their primary mode of access to the ballpark for weekend evening games.

### ***Pedestrian Facility Requirements***

Figure 5.2-14 displays the major directional flow of pedestrian travel and the proportional order of usage. As illustrated, slightly over one-half of the fans would be oriented to and from the southeast, south and southwest sides of the ballpark. The plaza in these areas would be large enough to accommodate over 33,000 fans during the one-hour period of dispersal after a game.

To determine how well each corridor would accommodate the expected pedestrian volumes, a walkway Level of Service analysis was conducted. Six Level of Service categories (A through F) are typically used to describe pedestrian conditions, with Level of Service A representing the best condition and Level of Service F representing the worst condition. Generally LOS D is the minimum acceptable pedestrian Level of Service, with LOS E indicating potential capacity problems. Table 5.2-59 presents the results of the walkway Level of Service analysis.

**TABLE 5.2-59**  
**Walkway Levels of Service by Corridor**

<b>Corridor</b>	<b>Effective Walkway Width<sup>1</sup></b>	<b>Pedestrian Volume<sup>2</sup></b>	<b>Level of Service<sup>3</sup></b>
Imperial Avenue	11' / 11'	4,130	E
L Street	11' / 11'	1,650	B
J Street (East of ballpark)	11' / 11'	830	B
Tenth Avenue	11' / 11'	1,980	B
Seventh Avenue	11' / 11'	1,650	B
J Street (West of ballpark)	11' / 11'	710	A
J Street (North of ballpark)	11' / 11'	5,120	E

<sup>1</sup> The minimum recommended sidewalk widths in downtown San Diego is 15 feet, as recommended by the Centre City Streetscape Manual (April 1992). The analysis used effective width (15' minus space for trees, obstacles, and building protrusions). Four feet was subtracted from the 15-foot total width. The 11' / 11' represents sidewalks on both sides of the street.

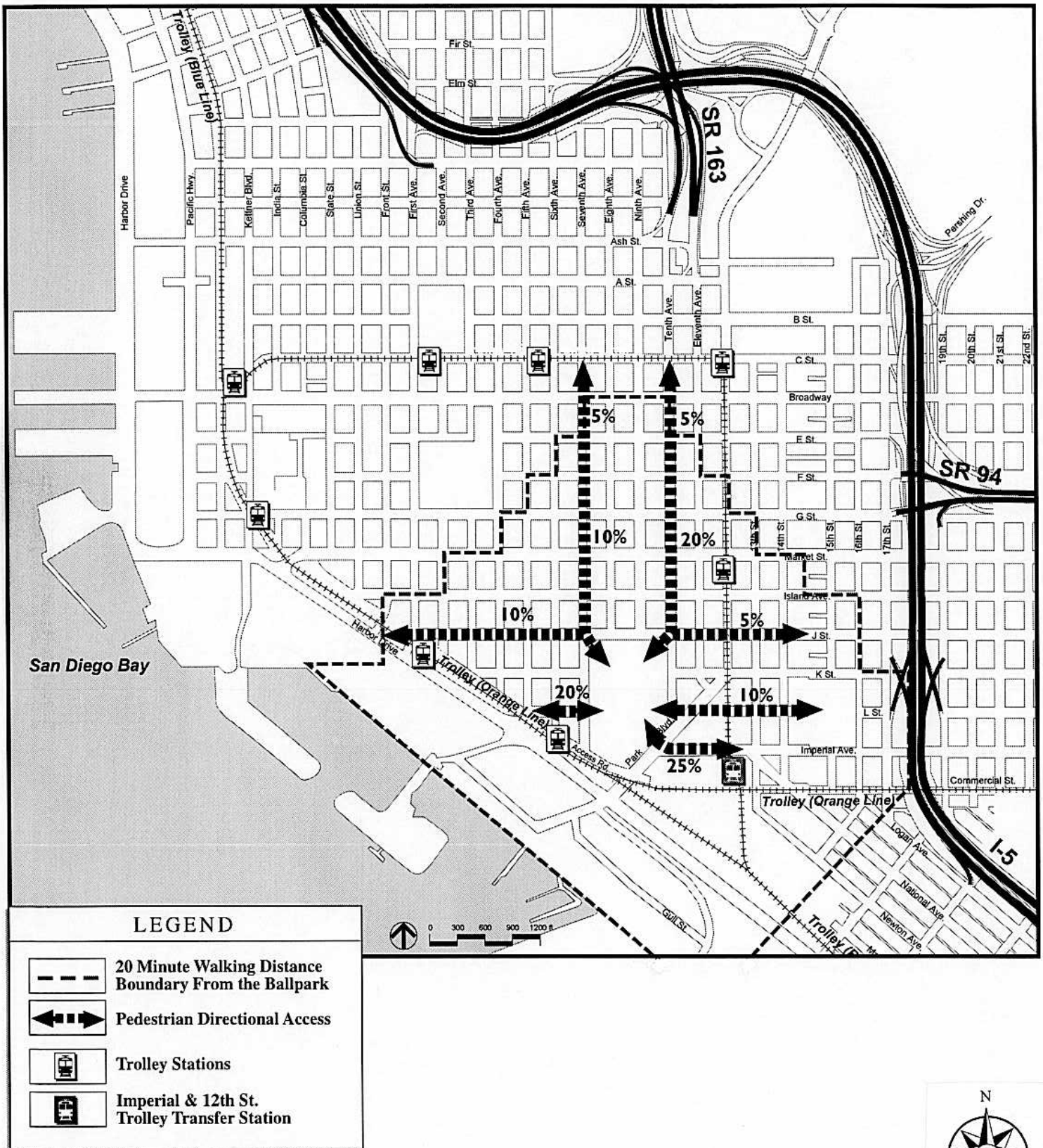
<sup>2</sup> The pedestrian volumes shown represent the peak 15-minute volume. A peak hour factor of .5 was used to convert the hourly volumes to a 15-minute volume. (33,000 x 7% = 2,310 x .5 = 1,155).

<sup>3</sup> Level of Service was obtained from Table 13.3 in the Highway Capacity Manual, 3<sup>rd</sup> Edition, 1994 update.

<sup>4</sup> Most existing sidewalks in the study area are 14 foot wide (measured from face-of-curb to right of-way.)

Source: BRW, October 1998.

As shown in Table 5.2-59, Imperial Avenue and J Street (north of the ballpark) would both experience pedestrian capacity problems under an event condition. Before and after ballgames, pedestrians converging from adjacent parking facilities would likely spill out into the roadway of Imperial Avenue. The sidewalks on the north side of the activity along J Street, between Seventh



Predicted Pedestrian Flows By Direction \_\_\_\_\_ Figure 5.2-14

and Tenth Avenues, with four pedestrian corridors converging this segment would also experience heavy pedestrian use. The two intersections along J Street at Seventh and Tenth Avenues would serve as focal points as pedestrians transition and disperse into the wider grid system, and would, as a result, experience heavy pedestrian crossings both before and after ballpark events.

One of the key indicators of the quality of the pedestrian environment is the degree to which one may safely cross the street. Intersection width, signalization, crosswalk width, and corner area/clear zone all contribute to the experience. Figure 5.2-15 displays the expected problem and conflict areas for pedestrians walking either to or from the ballpark. As shown, the Trolley crossing points pose a particular problem because of the frequency of Trolley service and the amount of parking located east of Twelfth Avenue and the Trolley lines. Uncontrolled pedestrian crossings could create significant safety issues and interfere with Trolley operations.

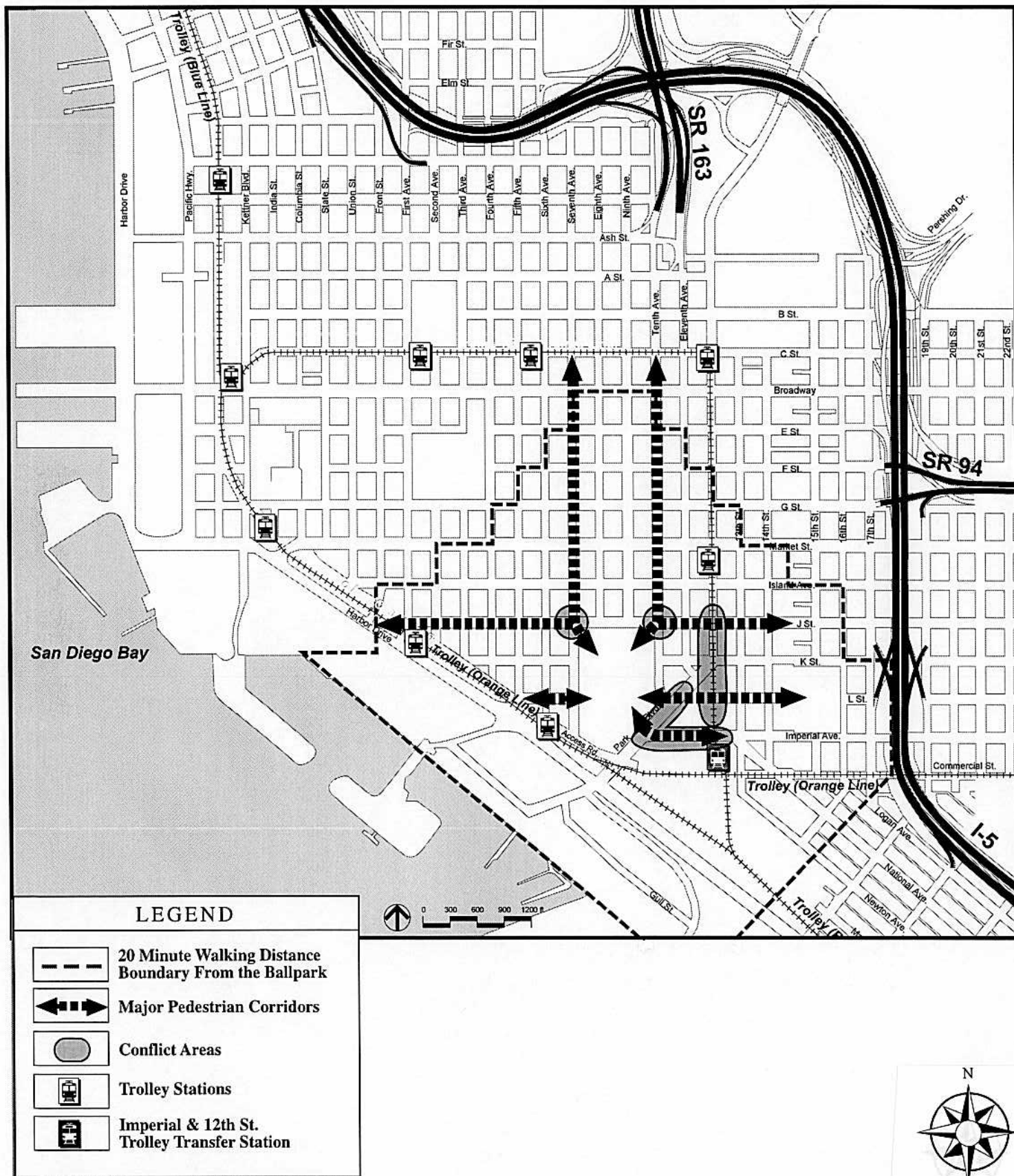
In summary, the ballpark event would result in the following significant related to the Ballpark and Ancillary Development Projects under near-term 2002 and buildout cumulative ballpark event conditions:

- Pedestrian flows would exceed the capacity of sidewalks along Imperial Avenue between Park Boulevard and National Avenue; and J Street between Seventh and Tenth Avenues; and.
- Conflicts with pedestrian crossings of the Trolley line along Twelfth Avenue between Imperial and Market.

#### Bicycle, Taxi, and Pedicab Circulation

Additional bicycle, taxi, and pedicab trip activity would occur under event conditions at the ballpark. This activity would occur within a generally focused and congested area, and could result in potential conflicts without provision and designation of adequate facilities. As shown previously in Table 5.2-33, bicycle, taxi, and pedicabs, along with pedestrian trips would account for between two and four percent of trips to a ballgame, depending on the day of the game. Bicycle trips to a ballgame would be minimal and probably only feasible from nearby residential areas. Taxi access would be more substantial, especially for weekday service between Centre City hotels and employment areas and the ballpark. The Ballpark Project include a designated taxi drop-off/pick-up location as well as a staging area along Seventh Avenue, between K Street and L Street. Pedicab trips to the ballpark would also increase substantially, providing service to downtown parking facilities, Centre City hotels, restaurants and employment locations, both before and after a ballgame.

Potential conflicts with both vehicular and pedestrian traffic would occur without proper control and designation of pedicab loading and unloading facilities. This constitutes a significant direct and cumulative impact under near-term 2002 and buildout cumulative ballpark event conditions.



Pedestrian Conflict Areas \_\_\_\_\_ Figure 5.2-15

### **5.2.3.3 Plan Amendments**

#### Traffic Circulation

The impact of the proposed land use designation changes within the Primary Plan Amendment Area would be the same as previously discussed for the Ballpark and Ancillary Development Projects (with and without an event).

The impact associated with the proposed elimination of the cap on parking spaces allowed for commercial uses within the Primary Plan Amendment Area would not significantly increase traffic in the downtown area. Although limitations on parking are often considered a means to increase transit use and decrease automobile traffic, any reduction in the influence of limited parking on overall downtown traffic volumes which would result from the Ballpark and Ancillary Development Projects would be minimal, given the relatively small proportion of downtown land uses which would be affected.

Traffic impacts associated with the land use changes proposed within the Secondary Plan Amendment Area would not be significant. The ability to construct public and semi-public uses without a residential component would not substantially change the traffic anticipated to be generated from within this area. Public and semi-public uses are already allowed in this area and it is considered unlikely that a substantial number of these uses would be located within this area as a result of the proposed amendments to the Secondary Plan Amendment Area.

#### Parking

The impact of the proposed land use designations for the Primary Plan Amendment Area on parking within the area of the Ballpark and Ancillary Development Projects would be the same as addressed for the Ballpark and Ancillary Development Projects (with and without an event).

The impact of proposed elimination of parking space caps on commercial development would reduce potential impacts on the parking supply in the area of the Ballpark and Ancillary Development Projects by providing opportunities to create shared parking.

#### Transit

The impact of the proposed land use designations for the Primary Plan Amendment Area on transit services within the area of the Ballpark and Ancillary Development Projects would be the same as addressed for the Ballpark and Ancillary Development Projects (with and without an event).

The proposed elimination of the cap on parking spaces allowed for commercial uses within the Primary Plan Amendment Area would not significantly affect transit usage in the downtown area. Although limitations on parking are often considered a means to increase transit use, any influence on Centre City transit usage due to additional parking within the area of the Ballpark

and Ancillary Development Projects would be minimal, due to the relatively small proportion of land uses which would be affected.

### Pedestrian Circulation

The impact of the proposed land use designations for the Primary Plan Amendment Area on pedestrian circulation within the area of the Ballpark and Ancillary Development Projects would be the same as that of the Ballpark Project (with an event).

### Bicycle, Taxi and Pedicab Circulation

The impact of the proposed land use designations for the Primary Plan Amendment Area on bicycle, taxi, and pedicab circulation within the area of the Ballpark Project would be the same as that of the Ballpark Project (with an event).

## **5.2.4 Mitigation Measures**

Reduction of potential significant direct and cumulative impacts of the Ballpark and Ancillary Development Projects related to transportation, circulation, access and parking would be achieved through MEIR mitigation measures as well as activity-specific mitigation measures identified below. As appropriate, new MEIR mitigation measures are identified to respond to new information contained in the traffic analysis prepared for the SEIR. In addition, mitigation measures which are the responsibility of other agencies are identified as appropriate.

### **5.2.4.1 Ballpark and Ancillary Development Projects (Non-Event)**

#### Traffic Circulation

#### ***MEIR Mitigation Measures (New)***

***Mitigation Measure 5.2-1:*** Roadway improvements identified in Table 5.2-13 of the SEIR shall be implemented on an as-needed basis. An evaluation to determine the timing for these roadway improvements shall be conducted annually, with the first evaluation completed before the first ballpark event. Based on this evaluation, any of the identified roadway improvements shall be implemented within one year of the determination that the improvements are necessary.

***Mitigation Measure 5.2-2:*** Prior to the first ballpark event or certificate of occupancy for the first Ancillary Development, Caltrans and the City of San Diego shall prepare a Freeway Deficiency Plan which identifies both near-term and long-term capacity improvements and programs improve the freeway system serving Centre City.

Possible improvements may include:

- Enhanced alternate mode service and facilities (e.g., trolley, express bus, bicycle, and pedestrian);

- Enhanced Transportation Demand Management (TDM) measures to reduce peak hour congestion, such as carpooling, vanpooling, parking restrictions, staggered work hours, and telecommuting;
- ☐ ~~Increased carrying capacity on SR-163;~~
- Increased carrying capacity on I-5, SR-94, and I-15;
- Improved/reconfigured freeway onramps and offramps; and
- Modifying peak hour flow rates at freeway ramp meters, in conjunction with increased mainline capacity, to maximize egress from surface streets connecting to freeway onramps.

The improvements and programs contained in the Freeway Deficiency Plan shall be carried out in accordance with an implementation program included as part of the Plan.

### ***Activity-Specific Mitigation Measures***

***Mitigation Measure 5.2-3:*** The following improvements shall also be completed on an as-needed basis, subject to an evaluation of need conducted annually, with the first evaluation completed before the first ballpark event. Based on this evaluation, any of the identified roadway improvements which are deemed necessary shall be implemented within one year of the determination that the improvements are necessary.

- Add a new eastbound lane on A Street from east of Tenth Avenue to Eleventh Avenue; and
- Provide dual left-turn lanes on all approaches to the Harbor Drive/Park Boulevard intersection.

### ***Other Agency Mitigation Measures***

***Mitigation Measure 5.2-4:*** Caltrans shall evaluate the flow rates at all metered ramps serving Centre City on an annual basis, with the first evaluation completed before the first ballpark event. On the basis of these evaluations, Caltrans shall adjust meter flow rates if feasible ~~to balance wait times at freeway ramps serving Centre City~~ in order to minimize congestion and queuing on surface streets connecting to freeway ramps.

### **Parking**

No MEIR, activity-specific, or other agency mitigation measures are required.

### **Transit**

### ***MEIR Mitigation Measures***

None required.

### ***Activity-Specific Mitigation Measures***

None required.

### ***Other Agency Mitigation Measures***

***Mitigation Measures 5.2-5:*** MTDB shall provide additional transit services as required to meet the increased demand for such services generated by the Ballpark and Ancillary Development Projects.

#### **Pedestrian Circulation**

No MEIR, activity-specific, or other agency mitigation measures are required.

#### **Bicycle, Taxi, and Pedicab Circulation**

No MEIR or activity-specific mitigation measures are required.

### **5.2.4.1 Ballpark Event**

#### **Traffic Circulation**

#### ***MEIR Mitigation Measures (New)***

Implementation of the improvements identified in Mitigation Measures 5.2-1 and 5.2-3 would reduce potential significant cumulative impacts on surface streets associated with a ballpark event. Implementation of recommendations identified in the freeway deficiency plan required by Mitigation Measure 5.2-2 would reduce impacts on the freeway system serving Centre City.

#### ***Activity-Specific Mitigation Measures***

***Mitigation Measure 5.2-6:*** Prior to the first ballpark event, the following roadway improvements shall be completed:

- Signalize intersection of 17<sup>th</sup> Street and Imperial Avenue;
- Widen 17<sup>th</sup> Street, south of the southbound I-5 off-ramp, to provide one left-turn lane, one left/through lane and two right-turn lanes; and
- Signalize intersection of J Street and 17<sup>th</sup> Street.

***Mitigation Measure 5.2-7:*** The following roadway improvement shall be completed on an as-needed basis, subject to an evaluation of need conducted ~~annually~~every five years, with the first evaluation completed during the initial season of ballgames:

- Restripe eastbound approach of Imperial Avenue at 19<sup>th</sup> Street to allow double left turns, and widen I-5 northbound on-ramp to accommodate the incoming lanes.

***Mitigation Measure 5.2-8:*** No ballpark events shall start on weekdays between the hours of 1:05 p.m. and 3:30 p.m.



**Mitigation Measure 5.2-9:** Prior to the first ballpark event, an Event Transportation Management Plan (ETMP) shall be developed and implemented by the City of San Diego working with the community, the San Diego Padres, ~~the Ancillary Developers~~ and affected government agencies. The ETMP shall include the elements contained in ~~Appendix B Attachment 1~~ located in Volume V of the SEIR, including:

- Neighborhood Traffic Control;
- ☐ ~~Construction detour plan;~~
- Permanent Traffic Control;
- Event Traffic Control;
- Ramp metering after a ballpark event;
- Parking Management;
- Police Control/Traffic Enforcement;
- Incident Management Plans/Procedures;
- Pedestrian/Bicycle Management;
- Pedicab/Taxi Management;
- Transit Management; and
- Public Information Program.

To avoid potential conflicts between ballpark and Convention Center traffic, the Event Transportation Management Plan will include provisions to use traffic control officers during concurrent events to restrict post-ballpark event access to Harbor Drive via Park Boulevard by closing southbound Park Boulevard at the ballpark access road; Convention Center traffic would continue to be able to access Park Boulevard and Imperial Avenue from Harbor Drive.

#### Parking

#### ***MEIR Mitigation Measures***

None.

#### ***Activity-Specific Mitigation Measures***

**Mitigation Measure 5.2-10:** In addition to the 2,383 dedicated parking spaces included with the ballpark, 5,500~~a minimum of 217~~ additional dedicated ballpark parking spaces shall be provided at Qualcomm Stadium for ballpark weekend evening events, ~~and a minimum of 3,907 additional dedicated ballpark parking spaces shall be provided for weekday afternoon events~~, prior to the first ballpark event.

**Mitigation Measure 5.2-11:** Prior to the first ballpark event, one or more of the following measures shall be implemented to increase parking availability for weekend evening and weekday afternoon ballpark events:

- Provide incentives to encourage additional transit use by ~~B~~ballpark service employees, such as transit passes;
- Provide remote parking facilities outside Centre City with shuttle service to the ballpark; and/or
- Provide incentives to promote the use of the ~~T~~trolley for events.

**Mitigation Measure 5.2-12:** Prior to the first ballpark event, a Downtown Parking Management Plan shall be adopted and implemented as identified in Appendix B located in Volume III of the SEIR. The Plan shall include parking management provisions to protect parking in the Gaslamp District, East Village, and the regulatory parking obligations of the Convention Center, including signage indicating “no event parking”, limited parking duration during events, security guards, and a parking fee structure to discourage long-term event parking.

**Mitigation Measure 5.2-13:** Prior to the first ballpark event, a Neighborhood Parking Management Plan shall be adopted and implemented as identified in Appendix B of the SEIR. The Plan shall, subject to an agreement with the neighborhood,~~may~~ contain provisions to restrict event parking in surrounding neighborhoods through techniques which would include, but not be limited to, signage indicating “no event parking”, requiring neighborhood parking permits (provided at no costs to residents), ~~and additional police enforcement, and restricting event traffic access to residential streets.~~

#### ***Other Agency Mitigation Measures***

None.

#### ***Transit***

#### ***MEIR Mitigation Measures***

None.

#### ***Activity-Specific Mitigation Measures***

None.

#### ***Other Agency Mitigation Measures***

**Mitigation Measure 5.2-14:** ~~MTDB and NCTD~~ shall provide additional transit services as required to meet the increased demand for transit services generated by a ballpark event.

#### ***Pedestrian Circulation***

***MEIR Mitigation Measures***

None.

***Activity-Specific Mitigation Measures***

***Mitigation Measure 5.2-15:*** Prior to the first ballpark event, the following pedestrian circulation improvements shall be completed:

- Provide adequate sidewalk widths in all pedestrian corridors to satisfy the projected needs at Level of Service E or better;
- Provide a 24-foot-wide sidewalk along the south side of Imperial Avenue, between the existing MTDB parking structure and Park Boulevard;
- Provide a minimum sidewalk width of ~~24~~20 feet along the south side of J Street, between Seventh and Tenth Avenues; and
- Provide low fencing along the east side of the ~~T~~trolley tracks between K Street and Imperial Avenue with designated crossing points at K Street, L Street and Imperial Avenue.

***Other Agency Mitigation Measures***

None.

**Bicycle, Taxi, and Pedicab Circulation*****MEIR Mitigation Measures***

None.

***Activity-Specific Mitigation Measures***

Pedicab circulation and management will be addressed as part of the Event Transportation Management Plan specified by Mitigation Measure 5.2-9. No mitigation measures other than Mitigation Measure 5.2-9 would be required.

***Other Agency Mitigation Measures***

None.

**5.2.5      Significance of Impact after Mitigation****5.2.5.1      Ballpark and Ancillary Development Projects (Non-Event)****Traffic Circulation**

Traffic generated by the Ballpark and Ancillary Development Projects, without a ballpark event, would result in significant traffic direct and cumulative impacts to the freeway system (segments and ramps) serving the Ballpark and Ancillary Development Projects Area. With timely implementation of the recommendations of the Freeway Deficiency Plan contained in Mitigation Measure 5.2-2 and adjustment of freeway ramp meter flow rates (Mitigation Measure 5.2-4), the impacts of the non-event traffic on the freeway system would be reduced to below a level of significance. However, if one or both of these mitigation measures does not get implemented, the non-event traffic impacts on the freeway system would be significant and not mitigated.

Non-event traffic would also have a significant cumulative impact on intersections within the downtown study subarea. With implementation of the road improvements identified in Mitigation Measures 5.2-1 and 5.2-3, non-event traffic impacts would be reduced to below a level of significance. However, if the recommendations of the Freeway Deficiency Plan and ramp meter rate adjustments aren't implemented, impacts to intersections along surface streets serving the freeway ramps, and neighborhood streets, would experience ~~cumulative~~ impacts at both near term and buildout conditions which would be unmitigated.

Non-event traffic would significantly impact freeway and arterial segments which are designated by the Congestion Management Plan (CMP). Implementation of the recommendations of the Freeway Deficiency Plan could reduce the impacts to CMP roadways within the traffic study area. However, it is unlikely that the Freeway Deficiency Plan would mitigate impacts to the CMP roadways outside the traffic study area. Thus, impacts on freeway CMP segments would be significant and not mitigated. Intersection improvements included as part of the proposed Park Boulevard and Harbor Drive intersection would reduce impacts on Harbor Drive between First and Eighth Avenues to below a level of significance but impacts to Harbor Drive between Crosby Street and Sampson Street would be unmitigated.

### Transit

The non-event demand for bus service in the buildout condition would result in significant cumulative impacts on the bus system. Cumulative impacts on the bus service to Centre City would be reduced to below a level of significance through implementation of Measure 5.2-5 which would assure that additional equipment is available to meet the anticipated demand.

## **5.2.5.2 Ballpark Event**

### Traffic Circulation

Traffic from a ballpark event would have significant direct and cumulative impacts on the freeway system as well as surface streets within the downtown study subarea. In addition, a significant cumulative impact would occur on a street within the neighborhood study subarea.

As with the non-event traffic, the impacts on the freeway system would be reduced to below a level of significance with implementation of the recommendations of the Freeway Deficiency Plan and modification to ramp meter flow rates. However, as these measures may not be

achieved, the direct and cumulative impacts of the event traffic is considered significant and not mitigated.

Event traffic would have significant direct and cumulative impacts on downtown intersections. With implementation of the road improvements identified in Mitigation Measures 5.2-1 and 5.2-3 as well as 5.2-6 through 5.2-9, event traffic impacts would be reduced to below a level of significance. However, if the recommendations of the Freeway Deficiency Plan and ramp meter rate adjustments aren't implemented, impacts to intersections along surface streets serving the freeway ramps would experience direct and cumulative impacts which would be unmitigated.

Event traffic would significantly impact freeway and arterial segments which are designated by the Congestion Management Plan (CMP). Implementation of the recommendations of the Freeway Deficiency Plan could reduce the impacts to CMP roadways within the traffic study area. However, it is unlikely that the Freeway Deficiency Plan would mitigate impacts to the CMP roadways outside the traffic study area. Thus, impacts on CMP freeway segments would be significant and not mitigated. Intersection improvements included as part of the proposed Park Boulevard and Harbor Drive intersection would reduce impacts on Harbor Drive between First and Eighth Avenue to below a level of significance but impacts to Harbor Drive between Crosby Street and Sampson Street would be unmitigated.

The impact of event traffic on the neighborhood surface streets in the near term and buildout conditions would be mitigated by traffic control measures implemented as part of the Event Transportation Management Plan required by Mitigation Measure 5.2-9. ~~However, if the Freeway Deficiency Plan recommendations and ramp meter flow rate adjustments are not fully achieved, additional neighborhood streets may be cumulatively impacted. The~~ As the ability of the Event Transportation Management Plan will restrict event traffic access from utilizing neighborhood streets; thus, to reduce traffic on additional neighborhood streets can not be determined accurately, impacts would be reduced to below a level of significance. ~~could be significant and not mitigated.~~

### Parking

The demand for parking generated by a ballpark event would exceed the available parking supply on weekday afternoons and weekend evenings in Centre City. The parking shortages would be reduced to below a level of significance through Mitigation Measure 5.2-10 which would require additional dedicated ballpark parking spaces be provided to meet the anticipated shortfall related to ballpark events. In addition, incentives to use mass transit through Mitigation Measure 5.2-11 would help reduce the parking demand associated with a ballpark event. ~~However, if additional dedicated parking spaces are not added, impacts on Centre City parking would be significant and unmitigated.~~

Ballpark parking is expected to significantly impact surrounding neighborhoods. Impacts of event parking on surrounding neighborhoods would be mitigated to below a level of significance by Mitigation Measures 5.2-10 and 5.2-9, which would restrict ~~discourage~~ traffic through

neighborhoods and institute parking controls in neighborhoods (e.g. permit parking), to reduce parking impacts on the surrounding neighborhoods, ~~to below a level of significance.~~

### Transit

Outbound trolley demands exceeding available standing capacity during weekday afternoon post-game peaks on the northbound Blue Line and eastbound Orange Line would be mitigated to below a level of significance by Mitigation Measure 5.2-14.

The demand for trolley service during the PM peak hour in the buildout condition would exceed the capacity of the Blue Line (south). Cumulative impacts on trolley service to Centre City would be reduced to below a level of significance through implementation of Other Agency Mitigation Measure 5.2-5 which would assure that additional equipment is available to meet the anticipated demand.

The impact of the increased demand for trolley service would also cause the overall capacity of parking facilities at stations along the Blue Line (north) to be exceeded. ~~Impacts to parking lots located along the Blue Line (north) trolley route would require expanded parking facilities. As expansion of most, if not all, of the designated parking lots for trolley parking would not be feasible due to lack of expansion area, However, the 5,500 additional parking spaces provided at Qualcomm Stadium would mitigate these impacts to trolley these parking facilities to below a level of significance would be cumulatively significant and not mitigated.~~

### Pedestrian Circulation

The large number of pedestrians around the ballpark during an event would have a significant impact on specific sidewalks serving the ballpark. In addition, the conflict with pedestrian crossings of the trolley line along Twelfth Avenue between Imperial Avenue and Market Street would be potentially significant. With implementation of the pedestrian access improvements identified in Mitigation Measure 5.2-15, impacts on pedestrian movement in the ballpark area during an event from sidewalk capacity and pedestrian crossings of a trolley line would be reduced to below a level of significance.

### Bicycle, Taxi, and Pedicab Circulation

The increase in traffic volumes and pedicab activity around the ballpark during an event could pose significant safety hazards. However, with implementation of the pedicab improvements as part of the Event Transportation Management Plan identified in Mitigation Measure 5.2-98, pedicab impacts would be reduced to below a level of significance.

#### **5.2.5.3 Plan Amendments**

As the impacts of the Plan Amendments on traffic circulation, parking, transit and pedicabs would reflect those of the Ballpark and Ancillary Development Projects, the conclusions in the Sections 5.2.5.1 and 5.2.5.2 are applicable to the proposed Plan Amendments.

## 5.2.6 Relationship to the MEIR

The MEIR Findings conclude that implementation of the Redevelopment Project would result in significant impacts on traffic circulation. Specific freeway segments and ramps as well as surface street segments were identified as operating at unacceptable levels of service at buildout. Potential conflicts between bicyclists and automobile traffic are also indicated. In addition, the MEIR identifies significant impacts related to parking shortages and additional demand for bus and trolley service.

The MEIR identified a variety of mitigation measures to reduce traffic circulation and parking impacts including increased mass transit use (MEIR Mitigation Measure B.1.1), parking limitations during the peak hour (MEIR Mitigation Measure B.1.2), and designated bicycle routes (MEIR Mitigation Measure B.2). Increased transit usage is the primary MEIR mitigation measure aimed at reducing traffic circulation and parking impacts. MEIR Mitigation Measure B.1.1 sets a goal of 60% for peak hour transit use by work commuters. While this percent usage would reduce traffic circulation and parking impacts to below a level of significance, the MEIR findings acknowledge that the 60% goal would likely be infeasible and determined the traffic circulation impacts to be significant and unmitigated. No mitigation measures were identified for the increased demand for transit service as it was assumed that service providers would add equipment.

As discussed earlier, additional roadways would be significantly impacted with the Ballpark and Ancillary Development Projects. Impacts to the freeways serving the Centre City Redevelopment Area are identified. The SEIR also identifies additional significant impacts related to a ballpark event on parking, transit (bus and trolley) demand and pedestrian/pedicab safety.

While the MEIR conclusions relative to the potential for significant impacts on transportation and circulation would remain significant and unmitigated, new mitigation measures would need to be added to the Mitigation Monitoring and Reporting Plan (MMRP) for the MEIR. Mitigation Measures 5.2-1 would be added to assure that all road improvements assumed in the traffic study for the MEIR are implemented when needed. Mitigation Measures 5.2-2 would be added to assure that a Freeway Deficiency Plan is prepared and implemented in order to minimize impacts on the freeway system as well as minimize the impact of freeway congestion on downtown surface streets. Mitigation Measures 5.2-3, 5.2-6 through 5.2-13, and 5.2-15 would be added to assure that mitigation required for ballpark event impacts including specific roadway improvements and event transportation and parking management plans are implemented.

### 5.3 CULTURAL RESOURCES

The following discussion summarizes the cultural resources study for the Proposed Activities prepared by Marie Burke Lia, Attorney at Law, in association with Affinis. The complete report is contained in Appendix C located in Volume II of the technical appendices to the SEIR.

#### 5.3.1 Existing Conditions

##### 5.3.1.1 Historical Resources

###### Methodology

The Ballpark and Ancillary Development Projects Area has been the subject of extensive review in terms of historical resources. In 1979, the area was included in a survey of the Centre City and in 1988-1989, the area was included in an Historic Resources Inventory of the Centre City Redevelopment Project Expansion Area. The 1979 Centre City Inventory was subsequently reviewed by the State Office of Historic Preservation and selected sites were added to the State Historic Resources Inventory. In 1995, a portion of the area was the subject of a proposed local potential Warehouse District Inventory; however, due to lack of follow through community opposition, no district was designated. All 38 inventoried sites within the Ballpark and Ancillary Development Projects Area have been submitted to the City's Historical Site Board (HSB) for the Board's consideration. Additional sites have been suggested as potential historical sites by Save Our Heritage Organization (SOHO) and others.

Of the 38 sites, 120 are already listed on the local register, 26 have been ~~previously considered and rejected for listing on the local register, and the remaining sites are being considered by the HSB for listing on the local register.~~ The study prepared for this SEIR and included in Appendix C of this SEIR found the remaining 23 sites not eligible for listing on the local register.

###### Basis for Establishing Historical Value

This document's determination of significance in all historical resources and potential historical resources is based upon the criteria utilized by the National Register of Historic Places (NRHP). The NRHP is the official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture as authorized by the National Historic Preservation Act of 1966 (16 U.S.C. Sec. 470 et seq.).

Based on the NRHP criteria, the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:



- That are associated with events that have made a significant contribution to the broad patterns of our history;
- That are associated with the lives of persons significant in our past;
- That embody the distinct characteristics of a type, period, or method of construction, or that represent the workmanship of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- That have yielded, or may be likely to yield, information important in prehistory or history.

A property achieving significance within the last fifty years is eligible for the National Register only if it is of exceptional importance.

The California Register of Historical Places is an authoritative guide in California used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate which properties are to be protected, to the extent prudent and feasible, from substantial and adverse change [California Public Resources Code Sec. 5024.1(a)]. The California Register includes properties formally determined eligible for or listed in the National Register, State Historical Landmarks, State Historical Points of Interest, and nominated sites determined to be significant by the State Historical Resources Commission.

The City of San Diego Historical Site Board advises the City on issues relating to the identification, protection, retention, and preservation of historical sites in the City of San Diego. The local Register of Historic Sites is comprised of sites which the Board has determined meet their adopted Definition of Significance. This Definition of Significance incorporates the National Register criteria and includes the following criteria:

- A historical site is any site (including significant trees or other plant life located thereon), building, structure, district, or mark of historical significance due to its association with such things as noted past events, historical persons or distinguishing architectural characteristics or a significant representation of an era in the development of the city.
- The quality of significance in American history, architecture, and culture is present in districts, sites buildings, structures, and objects that possess integrity of location, design, setting, materials workmanship, feeling and association, and:
  - a) That are identified with historical personages or with important events in the main currents of national, state or local history.
  - b) That embody the distinctive characteristics of an architectural style, are valuable for the study of a type, period, or method of construction, or possess high artistic values.
  - c) That are the notable work of a master builder, designer, or architect.
  - d) Which best exemplify the broad cultural, political, economic, or social history of the nation, state, or community.
  - e) Which have yielded or are likely to yield information important in pre-history or history.
- Historical sites may be designated for "exterior only" or for the combined exterior and interior significance.

Prior to the expansion of the Centre City Redevelopment Project Area in 1992, a Historic Resources Inventory of the proposed Redevelopment Project Expansion Sub Area was conducted for CCDC to identify potential historical resources within that area. That inventory evaluated 315 properties and ranked them as (1) potential National Register eligible, (2) Local Register eligible, and (3) interesting but ineligible for either Register.

### Local Regulatory Controls

The San Diego Municipal Code contains three specific ordinances intended to preserve and protect historical resources to the greatest extent feasible. The first is the City's Historical Site Ordinance which requires Historical Site Board review and approval of major alterations to and demolition of designated historical sites. (SDMC 26.0201 E.3.) The second is the Centre City Planned District Ordinance which requires that any structure identified in the Centre City Inventory be referred to the Historical Site Board for designation consideration before a permit to substantially alter or demolish the structure can be considered. (SDMC 103.1904 E. and F.) The third is the Resource Protection Ordinance that requires that all feasible measures be applied to protect and preserve designated historical resources. (SDMC 101.0462.0001)

### Historical Resources within the Ballpark and Ancillary Development Projects Area

For the purposes of this SEIR, all of the above documentation of potential and identified historical resources has been reviewed and evaluated. In the course of this review, a total of 38 sites were considered. Information on these sites is provided in Table 5.3-1; their locations are illustrated on Figure 5.3-1. The research reached the following conclusions regarding the historical value of the 38 sites.

- No sites have been listed in or formally determined eligible for the National Register of Historic Places (NRHP);
- ~~Ten~~ Twelve sites have been listed in the local Historical Site Register; and
- ~~Five~~ Twenty-six sites have been considered but rejected for the local Historical Site register; and
- ~~Twenty-three (23) sites are believed to be ineligible for either register, but have not yet been considered by the Historical Site Board.~~

It should be noted, however, that the status of the historical buildings within the Ballpark and Ancillary Development Projects Area is subject to change. Decisions on the eligibility of a particular building are made by the City's Historical Site Board. New information may result in additions or deletions to the local Historical Site Register.

**TABLE 5.3-1**  
**Inventoried Historic Resources Within the**  
**Ballpark and Ancillary Development Projects Area**

<b>Address</b>	<b>Resource Name</b>	<b>Status</b>	<b>Inventoried</b>
1. 802-822 Imperial	San Diego Ice & Cold Storage	Considered/ Not Designated	CC
2. 825 Imperial	San Diego Ice & Cold Storage HRI# 2138-0235-0000 (5S)	Considered/ Not Designated	CC
3. 615 J Street	Western Produce Company Building	<u>Considered/</u> <u>Not Designated</u>	Ballpark
4. 629 J Street	Julian Produce Company	On Local Register	CC, WD
5. 704 J Street	Western Wholesale Drug Company Warehouse HRI# 2138-0246-0000 (3S)	<u>Considered/</u> <u>Not Designated</u>	CC
6. 715 J Street (344 Seventh)	Simon Levi Company Building 1986 Cert. Hist. Structure Status Denied	On Local Register	CC, WD
7. 808 J Street	Wellman Peck/TR Produce Building	<u>On Local Register</u>	CC
8. 718-728 K Street	Armour & Company Warehouse	<u>Considered/</u> <u>Not Designated</u>	CC, WD
9. 903 K Street	Nason and Company/Artplex HRI# 2138-0255-0000 (4S)	Considered/ Not Designated	CC, WD
10. 944 K Street	W.D. Ballinger Co. Wholesale Cigars	Considered/ Not Designated	CC, WD
11. 1143-1145 K Street	Rosario Hall	On Local Register	Ballpark
12. 825 L Street	Western Metal Supply Building	<u>Considered/</u> <u>Not Designated</u>	Ballpark
13. 165 Sixth Avenue	San Diego Lumber Company Building	<u>Considered/</u> <u>Not Designated</u>	Ballpark
14. 215 Seventh Avenue	Western Metal Supply Company HRI# 2138-0378-0000 (3S)	On Local Register	CC, WD
15. 340-344 Seventh Avenue	Julian-Warner Springs Trucking Line Depot	<u>Considered/</u> <u>Not Designated</u>	CC
16. 305-307 Eighth Avenue	Showley Brothers Candy Manufacturers HRI# 2138-0384-0000 (3S)	On Local Register	CC, WD
17. 311 Eighth Avenue	Showley Storage & Shipping Building	<u>Considered/</u> <u>Not Designated</u>	CC, WD
18. 330 Eighth Avenue	Levi Wholesale Grocery Co./Kvaas 1987 Cert. Hist. Structure Status Denied	On Local Register	CC, WD
19. 360 Eighth Avenue	Simon Levi Warehouse	<u>Considered/</u> <u>Not Designated</u>	CC, WD
20. 371 Eighth Avenue	Schiefer & Sons Warehouse	On Local Register	CC, WD
21. 400 Eighth Avenue	Fire Station Number 4 HRI# 2138-0385-0000 (3S)	On Local Register	CC
22. 227 Ninth Avenue	L.D. Briggs Water Building	<u>Considered/</u> <u>Not Designated</u>	Ballpark
23. 345 Ninth Avenue	Gonzales Residence	<u>Considered/</u> <u>Not Designated</u>	Ballpark

**TABLE 5.3-1**  
**Inventoried Historic Resources Within the**  
**Ballpark and Ancillary Development Projects Area (Continued)**

Address	Resource Name	Status	Inventoried
24. 360 Ninth Avenue	Schiefer & Sons Warehouse/2	<u>Considered/</u> <u>Not Designated</u>	WD
25. 427 Ninth Avenue	C. Holle Glass Company Building	<u>Considered/</u> <u>Not Designated</u>	Ballpark
26. 100 Tenth Avenue	SDG&E Utility Pole	<u>On Local Register</u>	Ballpark
27. 114 Tenth Avenue	SDG&E Company Office Building	On Local Register	CC
28. 150-168 Tenth Avenue	SDG&E Fleet Management Building	<u>Considered/</u> <u>Not Designated</u>	Ballpark
29. 262-264 Tenth Avenue	United Fasteners Building	<u>Considered/</u> <u>Not Designated</u>	Ballpark
30. 301 Tenth Avenue	Auto/Truck Paint & Metal Booth	<u>Considered/</u> <u>Not Designated</u>	Ballpark
31. 418 Tenth Avenue	Star Machine Works of San Diego	<u>Considered/</u> <u>Not Designated</u>	Ballpark
32. 441-467 Tenth Avenue	Sidney E. Mayer Machinery/Donev	<u>Considered/</u> <u>Not Designated</u>	CC, WD
33. 222 Eleventh Avenue	SDG&E Company Warehouse	<u>Considered/</u> <u>Not Designated</u>	Ballpark
34. 265 Eleventh Avenue	Sutherland's Tijuana Stages Garage	<u>Considered/</u> <u>Not Designated</u>	Ballpark
35. 304 Eleventh Avenue	Borderland/W.H. Gibson Express Building	<u>Considered/</u> <u>Not Designated</u>	Ballpark
36. 312 Eleventh Avenue	Desert Express Inc. Building	<u>Considered/</u> <u>Not Designated</u>	Ballpark
37. 354 Eleventh Avenue	Qualitee Dairy Products Building/Carnation HRI# 2138-0414-000 (4S)	On Local Register	CC, WD
38. 171 14 <sup>th</sup> Street	Southern California Baking Company HRI# 2138-0426-0000 (4S)	Considered/ Not Designated	CC

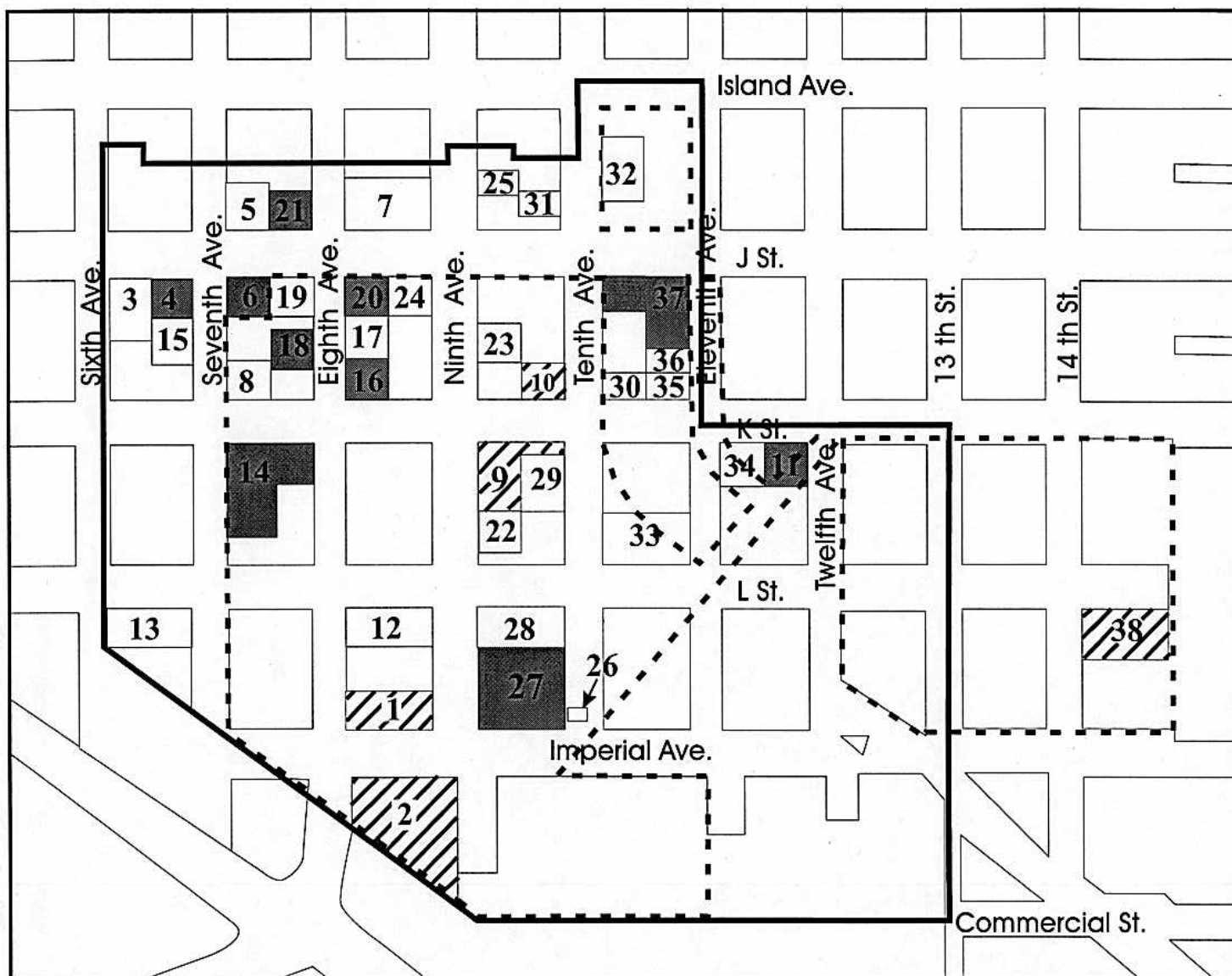
**LEGEND:**

Address: This refers to the resource address/addresses.






Resource Name: This refers to the resource historic or common name.

Status: This refers to whether the resource is currently listed on the San Diego Historical Site Board Register ("On Local Register") or whether the resource has been considered by the San Diego Historical Site Board and found not to qualify as a local historical resource and, therefore, was not designated as historic ("Considered/Not Designated"). ~~or whether the resource has been considered to be, based upon previous or current surveys, historically insignificant, and therefore not considered eligible for listing on the San Diego Historical Site Board Register ("Not Eligible").~~

Inventoried: This refers to the inventory or inventories in which the resource was previously identified. The Centre City Inventory, comprising the Bayside, Centre City East, El Cortez, Harborview (Little Italy), and Core areas in 1988-1989 is referred to as "CC", and the Warehouse District Inventory in 1995 is referred to as "WD". Those resources not previously identified in earlier surveys are included as part of the current study and are referred to as "Ballpark". Note that sites identified in the Bayside Addendum Survey (SOHO) in 1994 were evaluated in the current ballpark study.



#### LEGEND

-  Primary Plan Amendment Area
-  Ballpark Project Area
-  Inventoried Historic Resource
-  On Local Register
-  Considered But Rejected for Local Register Listing

Source: Office of Marie Burke Lia, Attorney at Law



Approximate Scale  
1 inch = 290 feet

Inventoried Historic Resources Within the  
Proposed Ballpark and Ancillary Development Projects \_\_\_\_\_ Figure 5.3-1

The following sites within the Ballpark and Ancillary Development Projects Area are listed on the local Historical Site Register.

**Julian Produce Company Building (629 J Street) Site #4 (Site # corresponds to number on Figure 5.3-1 and Table 5.3-1).** This two-story concrete building was constructed in 1912. It is designed with simplified Italianate elements. This building is significant as it represents an early use of reinforced concrete in local building practices and is representative of a period in which wholesale produce businesses occupied the section of San Diego's warehouse district known as "Produce Row." It is listed on the San Diego Historical Site Register as Number 309.

**Simon Levi Company Building (715 J Street; 344 Seventh Avenue) Site #6.** This four-story brick warehouse was constructed in 1913. This industrial designed building is significant due to its association with architect Walter S. Keller. It is listed on the San Diego Historical Site Register as Number 177.

**Rosario Hall (1143 - 1145 K Street) Site #11.** The two-story, stucco on wood frame building was constructed in 1870 and moved to this location between 1906 and 1921. It is significant for its association with persons important in local history and as an example of the transition from Old Town San Diego to New Town San Diego. It is designed in a two-part block commercial style. It is listed on the San Diego Historical Site Register as Number 378.

**Western Metal Supply Company Building (215 Seventh Avenue) Site #14.** This five-story brick building was constructed in 1909. Designed in an industrial/commercial style with Chicago School influences, the building derives its significance as a fine industrial example associated with architect Henry Lord Gay. It is listed on the San Diego Historical Site Register as Number 131.

**Showley Brothers Candy Manufacturers Building (305-307 Eighth Avenue) Site # 16.** This three-story brick building was constructed in 1924. Designed in a commercial style, the building is significant due to its association with the Trepte Construction Company which served as the building contractor. It is listed on the San Diego Historical Site Register as Number 161.

**Levi Wholesale Grocery Company/~~Kvaas~~Kvass Building (330 Eighth Avenue) Site #18.** This one-story commercial block structure with classical influences was constructed in 1927. The building derives its significance due to its architecture, illustrating the unique blend of California styles, namely the California Mission and Spanish Colonial Revival prototypes. It is listed on the San Diego Historical Site Register as Number 195.

**Schiefer & Sons Warehouse Building (371 Eighth Avenue) Site #20.** This three-story brick commercial structure was constructed between 1910-1911. The building is architecturally significant as a good example of masonry/industrial style warehousing. It is listed on the San Diego Historical Site Register as Number 376.

**Fire Station Number 4 (400 Eighth Avenue) Site #21.** This two-story building was constructed between 1936-1938. Designed in the Art Deco/Art Moderne style, the building is significant because of its unique architectural style. It is listed on the San Diego Historical Site Register as Number 326.

**San Diego Gas & Electric Company Office Building (114 Tenth Avenue) Site #27.** This massive four-story reinforced concrete structure was constructed in 1930. Designed in an industrial style with Spanish Eclectic influences, the building is noteworthy primarily for its architectural design, as well as its role in the history of San Diego power service. It is listed on the San Diego Historical Site Register as Number 377.

**Qualitee Dairy Products/Carnation Building (354 Eleventh Avenue) Site #37.** This two- to four-storied brick industrial structure was constructed in 1928. Designed in the commercial/industrial Art Deco style, the building is significant due to its association with the Milk Producers Association, the oldest cooperative marketing association in California, as well as its architecture which represents the only known example of contemporary French and German Modern influence upon the architects, the Quayle Brothers. It is listed on the San Diego Historical Site Register as Number 335.

**San Diego Gas & Electric Company Utility Pole (100 Tenth Avenue) Site #26.** This 40-foot utility pole was erected around 1920. It consists of four metal, vertical supports held together by four sections of bolted-cross metal strips. It is listed on the San Diego Historical Site Register as Number 383.

**Wellman Peck & Company Building/TR Produce (808 J Street) Site #7.** This one and one-half story industrial brick building was constructed in 1933. It is designed in a commercial version of the Art Deco style with Chicago-style steel windows, layered brick and ornamental colored tile. It is listed on the San Diego Historical Site Register as Number 382.

The following sites were considered for listing on the Local Historical Site Register but were rejected by the Historical Site Board.

**San Diego Ice & Cold Storage Building (802-822 Imperial Avenue) Site #1.** This formidable concrete industrial building was constructed in 1909. The building has been extensively modified and is historically insignificant as an example of its genre.

**San Diego Ice & Cold Storage Building (825 Imperial Avenue) Site #2.** This massive concrete building was constructed in 1922. Like the San Diego Ice & Cold Storage Building located at 802-822 Imperial Avenue, the building has been extensively modified and is historically insignificant as an example of its genre.

**Nason and Company/Artplex Building (903 K Street) Site #9.** This two-story rectangular apartment building was constructed in 1913. Designed in an Edwardian Commercial style, the

building was considered for historical designation by the San Diego Historical Site Board, but was rejected.

**W.D. Ballinger Company Wholesale Cigars Building (944 K Street) Site #10.** This single-story, hollow-clay tiled building was constructed in 1926. Designed in a Spanish Eclectic style, excessive street facade modifications have rendered this building architecturally insignificant.

**Southern California Baking Company Building (171 Fourteenth Avenue) Site #38.** This two-story brick industrial building was constructed in 1924. Although this building was designed by noted architect Eugene Hoffman, substantial modifications to the building's facades have compromised the original fabric of the building and made it architecturally insignificant.

A discussion of the remaining sites ~~and the basis for the determination of their ineligibility which were also found by the Historical Site Board not to qualify~~ for listing on the local Historical Site Register can be found in Appendix C in Volume II of the SEIR.

### 5.3.1.2 Archaeological Resources

#### Methodology

Several recent summaries discuss the prehistory of San Diego County and provide a reasonable background for understanding the archaeology of the general area surrounding the Ballpark and Ancillary Development Projects Area. The Ballpark and Ancillary Development Projects are located in an area known to have been used and inhabited by prehistoric native populations. Over the years, people were attracted to the coast for the various resources found here, notably shellfish and other marine food resources. However, because of the settlement patterns of early day San Diego, much of the archaeological record was destroyed or obscured as the city grew.

In unpublished notes discussing the City of San Diego as it existed in the 1920s, pioneering San Diego Museum of Man archaeologist Malcolm Rogers noted that prior to the beginning of the museum's archaeological survey no excavation had been conducted as the city built up. He also noted that most of the materials in the museum's collection were accumulated through the donation of accidental finds by citizens. Most of the area from Old Town south through San Diego and along the San Diego Bay had been occupied by Americans for so long that most of the Indian sites had been destroyed.

However, in the past 20 years, investigations performed in the vicinity of the Ballpark and Ancillary Development Projects Area have identified archaeological resources. For the purposes of this discussion, an archaeological resource may include historical as well as pre-historical resources. Historical resources are included if the structural evidence of the use is gone, leaving only foundations and/or buried deposits. If the structure survives, the resource is addressed in the previous section as a historical resource.



### Basis for Establishing Historical Value

The CEQA Guidelines define a significant prehistoric resource as one which:

- Is associated with an event or person of recognized scientific importance in prehistory;
- Is capable of providing information which is both of demonstrable public interest and useful in addressing scientifically consequential and reasonable or archaeological research questions;
- Has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind;
- Is at least 100 years old and possesses substantial stratigraphic integrity; or
- Involves important research questions that historical research has shown can only be answered with archaeological methods.

### Local Regulatory Controls

As with historical resources, archaeological resources are protected by City's Resource Protection Ordinance. The City's Historical Site Ordinance and Centre City Planned District Ordinance do not address archaeological resources.

### Archaeological Resources within the Ballpark and Ancillary Development Projects Area

A single recorded archaeology site, SDI-8723H, is reported within the Ballpark and Ancillary Development Projects Area. Site SDI-8723H is a historical site consisting of a complex of three structures associated with the development of San Diego Gas & Electric Company. The structures, which have since been demolished, included the old Station A Turbine Room, a forge site, and a blacksmith's shop. The site is located in the south central portion of the Ballpark and Ancillary Development Projects Area. This site was not found to qualify as an historical resource but was found to qualify as a unique archaeological resource as defined in Public Resources Code §21082.3, and therefore any mitigation for impacts to the site should comply with that Code section.

Although no known pre-historic archaeology sites occur within the Ballpark and Ancillary Development Projects Area, the occurrence of these sites is often difficult to detect as they are typically characterized by buried deposits which are not visible on the surface or may be covered by buildings or pavement. Five archaeology sites possessing pre-historic resources have been identified within a one-mile radius of the Ballpark and Ancillary Development Projects Area. Pre-historic resources found in association with these sites include manos (handheld stone grinding tools), tools, and shell beads. A complete description of these offsite resources is contained in Appendix C.

Prehistoric site SDI-5931 is of particular importance to the potential for pre-historic resources to occur in the Ballpark and Ancillary Development Projects Area. Originally recorded in 1978 as a scatter of lithic materials, this site, situated about one-quarter mile south of the Ballpark and

Ancillary Development Projects Area in the Santa Fe Freight Yard, was subsequently tested in 1993 and found to contain numerous tools, flakes (pieces of rock struck or pressed off a core in the process of tool making exhibiting certain characteristics such as a platform or a bulb of force), debitage (pieces of rock such as flakes and angular debris produced as part of the toolmaking process that do not exhibit the characteristics of a flake), shell beads, and shellfish and faunal food remains. A partially-intact Native American burial was also found in association with this site. The results of this investigation suggest that portions of the downtown area may still possess good subsurface integrity and that pockets of buried cultural remains may exist within the Ballpark and Ancillary Development Projects Area, itself. The southwestern sector of the Ballpark and Ancillary Development Projects Area may be one such likely area, since it is situated close to the prehistoric shoreline and would have afforded the same type of environmental setting as SDI-5931.

### **5.3.2 Significance Criteria**

For purposes of this SEIR, impacts to historical and archaeological resources would be significant if the Proposed Activities would:

- Disrupt or adversely affect a prehistoric or historical archaeological site or a property of historical or cultural significance to a community or ethnic or social group; or
- Conflict with established recreational, educational, religious, or scientific uses of the area.

### **5.3.3 Environmental Impacts**

In evaluating the significance of the Proposed Activities' impact on historical or archaeological resources, the following discussion considers both direct and indirect impacts. Direct or primary consequences are physical effects that are caused by the Proposed Activities and occur at the same place and time. An indirect impact is considered to be a potential physical change that is not immediately related to the Proposed Activities but that is caused indirectly by the Proposed Activities.

#### **5.3.3.1 Ballpark Project**

##### **Historical Resources - Direct Impacts**

The siting and construction of the Ballpark Project would directly impact ~~six~~seven designated historical sites on the City's Local Register of Historic Sites: Rosario Hall (Site 11), the Western Metals building complex (which includes the Farmers Bazaar building) (site 14), the Showley Brothers Candy Manufacturers building (site 16), the Levi Wholesale Grocery/Kvaas~~Kvass~~ building (site 18), the Schiefer & Sons Warehouse (Site 20), San Diego Gas & Electric Company Utility Pole (site 26) and the SDG&E Company Office Building (Site 27).

Present plans for the Retail at the Park would preserve the Bundy Lofts/Schiefer & Sons Warehouse and ~~reconstruct the street~~ facades of the Levi Wholesale Grocery/Kvaas

Construction buildings. The remainder of the Levi/Kvaas building would be reconstructed onsite using salvageable building materials, after an underground parking garage has been constructed. Impacts to the Levi/Kvaas building would still be considered significant and unmitigable. ~~While efforts would be made to save the entire building, design requirements of the retail discussed in Section 5.1 may make this infeasible. If the buildings cannot be adaptively reused, impacts to these two buildings would be significant.~~

The five-story Western Metal Building would be preserved and incorporated into the ballpark under current plans. The single-story building adjacent to the Western Metal Building, currently housing the Farmers Bazaar, would be demolished except for its Seventh Avenue façade which would be retained in place. ~~; however, there would be extensive modifications to the southern and eastern facades as well as the interior. The single-story north wing of the Western Metal Supply Company building, currently housing the Farmers Bazaar, would be demolished. The loss of the all but the façade of the Farmers Bazaar and potential loss of the Western Metals Building would result in a significant and unmitigable impact.~~ to these resources.

The Showley Brothers Candy Manufacturers building would be relocated, and its exterior rehabilitated in accordance with the Secretary of the Interior's Standards. ~~and the~~ SDG&E Company Office Building would be torn down. ~~to construct the ballpark. The loss of impacts to these two resources is~~ SDG&E Company Office Building are considered significant and unmitigable.

Rosario Hall and the SDG&E Utility Pole would be relocated and rehabilitated at ~~another~~ locations within the Centre City Redevelopment Project Area. Impacts to ~~these~~ these resources would, therefore, be considered less than significant.

The siting and construction of the Ballpark Project would also directly impact a number of other sites evaluated by the consultant and found not to be eligible for local historical designation. ~~However, since~~ These sites will also be ~~were also~~ evaluated by the City's Historical Sites Board for designation, and all but it is possible that one or more of these thirteen sites may be designated. ~~were found not to qualify as local historical resources. The one found to qualify, the SDG&E Utility Pole (site 26), was designated, and its relocation to another site was approved. These~~ The twelve other sites include the Armour Warehouse (site 8), the Western Metal Supply building (site 12), Showley Storage building (site 17), Simon Levi Warehouse (site 19), Briggs Water building (site 22), Gonzales residence (site 23), Schiefer & Sons Warehouse/2 (site 24), SDG&E Utility Pole (site 26), SDG&E Fleet Management building (site 28), United Fasteners building (site 29), Mayer Machinery building (site 32), SDG&E Warehouse (site 33), and Sutherland's Garage (site 34). These same circumstances apply to the five structures found by the Historical Site Board not to qualify for the local Register in previous years and discussed above in this section. All of these structures would be demolished in order to construct the proposed ballpark or proposed parking to serve the ballpark. Impacts to these sites would not be considered significant, unless any of these sites are designated for the local register by the Historical Site Board.

The siting and construction of Ballpark Project parking lots on the four blocks within the Secondary Plan Amendment Area would impact one site, the Southern California Baking building (site 38). However that building has previously been considered and rejected for historical designation by the City's Historical Site Board. This impact would not be considered significant.

#### Historical Resources - Indirect Impacts

Development of the proposed ballpark is intended to serve as a catalyst for redevelopment in the surrounding area. This future redevelopment may involve impacts to significant historic resources which lie outside the immediate Ballpark and Ancillary Development Projects Area. As the surrounding areas lie within the Centre City Redevelopment Plan area, these impacts may occur with or without the proposed ballpark. Therefore, indirect impacts on historic resources would not be significant.

#### Archaeological Resources - Direct Impacts

The Ballpark Project would impact one known historic archaeology site (SDI 8723H). As stated earlier, this site contains historic remnants of structures associated with San Diego Gas and Electric operations. Although no other significant archaeological resources are known to exist in the Ballpark Project Area, the potential exists for significant archaeological resources to be encountered during construction of the Ballpark Project. As discussed earlier, evidence provided by recorded sites found in proximity to the Ballpark and Ancillary Development Projects Area suggests a possibility for the presence of potentially significant prehistoric cultural resources which could be impacted by implementation of the Proposed Activities. Thus, impacts of the Ballpark Project on archaeological resources could be significant.

#### Archaeological Resources - Indirect Impacts

As with historic resources, the Ballpark Project could stimulate development which would impact significant archaeological resources in the area outside the Primary Plan Amendment Area, however, this impact could occur from other redevelopment activities. Therefore, no significant indirect impacts on archaeological resources would occur with the Ballpark Project.

### **5.3.3.2 Ancillary Development Projects**

#### Historical Resources - Direct Impacts

Fourteen of the 38 sites evaluated in the technical study for this SEIR are located within the Ancillary Development Projects Area. Although the precise nature of the Ancillary Development Projects are unknown, the land area to be impacted and general character of development are known. It ~~is~~was anticipated that some historical resources could be impacted through demolition or substantial exterior modifications. Although the Simon Levi building (site 6) would be retained as part of the Retail at the Park development, three other buildings on the

City's Local Historical Site Register occur within the Ancillary Development Projects Area. Although no plans exist to develop the land occupied by the Fire Station Number 4 (site 21), Julian Produce Company building (site 4), and the Qualitee Dairy/Carnation building (site 37),<sup>2</sup> no guarantee exists that they would not be impacted by the second phase of ~~future~~ ancillary development. Therefore, the first phase of the Ancillary Development Projects could ~~would not~~ have a significant direct impact on historic resources. However the second phase of the Ancillary Development Projects could potentially have a significant direct impact on historic resources.

The remaining ten sites were evaluated for this SEIR and were determined not to be eligible for designation. ~~However, since t~~ These ten sites will also be ~~were also~~ evaluated by the City's Historical Sites Board for designation, and all but it is possible that one or more of these ten other sites may be designated ~~were found not to qualify as local historical resources.~~ The one found to qualify, the Wellman Peck/TR Produce Building (site 7) was designated and will be retained in place. Of these sites, ~~the ultimate fate of the Western Produce building (site 3) and the Julian-Warner Springs Trucking Depot (site 15) is unknown as no specific ancillary development plans have been submitted.~~ will be retained. ~~The Wellman Peck/TR Produce building (site 7) will be retained in place.~~ It is anticipated that the remaining seven sites, the Western Wholesale Drug Warehouse (site 5), the San Diego Lumber Company building (site 13), the Holle Glass Company building (site 25), the Auto/Truck Paint building (site 30), the Star Machine Works (site 31) the Borderland/Gibson building (site 35), and the Desert Express building (site 36), ~~could~~ would all be demolished. Impacts to these sites would not be considered significant because ~~unless any of these sites is~~ were not designated for the local register by the Historical Site Board.

#### Historical Resources - Indirect Impacts

Development of the ancillary development is intended to serve as a catalyst for redevelopment in the surrounding area. This future redevelopment may involve impacts to significant historic resources which lie outside the immediate Ancillary Development Projects Area. However, as the surrounding areas lie within the Centre City Redevelopment Plan area, these impacts may occur with or without the proposed ancillary development. Therefore, indirect impacts on historic resources would not be significant.

#### Archaeological Resources - Direct Impacts

The Ancillary Development Projects would not impact any known archaeological sites. However, as stated earlier, the potential exists for significant archaeological resources to be encountered during construction. Thus, the Ancillary Development Projects could have a significant impact on any important archaeological resources encountered during development.

#### Archaeological Resources - Indirect Impacts

As with historic resources, the ancillary development could stimulate development which would impact significant archaeological resources in the area outside the Primary Plan Amendment

Area. However, this impact could occur from other redevelopment activities. Therefore, no significant indirect impacts on archaeological resources would occur with the Ancillary Development Projects.

### **5.3.3.3 Plan Amendments**

#### Historical Resources - Direct/Indirect Impacts

The Plan Amendments would result in significant direct impacts on historic resources by virtue of the fact that they would allow a use, namely the Ballpark Project, which does not lend itself to preservation of existing buildings. As discussed earlier, the design requirements of the Ballpark Project would not allow for preservation of all of the significant historic structures within its development footprint. The development types allowed as part of the Ancillary Development Projects may also be less conducive to preserving historic buildings than residential development due the nature of commercial uses and their design requirements. As indicated earlier, indirect impacts on historical resources would not be significant.

#### Archaeological Resources - Direct/Indirect Impacts

As development of the Ballpark Project would impact a significant archaeological resource, the Plan Amendments would have a significant direct impact on archaeological resources. No indirect significant impacts would be anticipated.

### **5.3.4 Mitigation Measures**

Mitigation of potential impacts to cultural resources related to future development within the Ballpark and Ancillary Development Projects Area include the following measures contained in the Mitigation, Monitoring and Reporting Program (MMRP) adopted with the MEIR as well as specific measures identified in the cultural resources report contained in Appendix C.

Implementation of the MEIR mitigation measures would be assured through CCDC's development approval process. The Historical Site Board ~~would be required to~~ has determined which additional buildings or objects affected by the Proposed Activities should be designated as local historical sites. In addition, impacted designated historic structures would be subject to the review by the Historical Site Board.

#### **5.3.4.1 Ballpark Project**

##### Historical Resources - MEIR Mitigation Measures

***Mitigation Measure 5.3-1:*** Impacts to any designated historical structure shall be reviewed by Agency and/or appropriate City staff and mitigation enforced according to the following criteria:

## 1. National Register Structures

Structures listed on the National Register of Historic Places, and structures identified as contributing structures within a National Historic Register District, shall be retained onsite, and any improvements, renovation, rehabilitation and/or adaptive reuse of the historical property shall ensure its preservation according to applicable guidelines. Guidelines relevant to structures listed on the National Register of Historic Places are the Secretary of the Interior Standards for Rehabilitation of Historic Buildings and Guidelines for Rehabilitation of Historic Buildings.

## ~~2. Potential National Register Eligible Structures~~

~~\_\_\_\_\_ The Agency shall complete a Part I Evaluation of Significance for the 22 structures within the Project Area that were identified as "Category 1" structures by the 1989 historical buildings survey conducted by Dr. Ray Brandes and Marie Lia, as referenced in the MEIR, which have not yet been subject to a determination of eligibility for the National Register of Historic Places. As a means of ensuring adequacy and to arrive at preliminary determinations, the Agency shall submit the Part I Evaluations to the State Historic Preservation Officer (SHPO) with a request for preliminary determination.~~

## 23. City of San Diego Historical Sites

\_\_\_\_\_ Structures listed on the City of San Diego Historical Sites Register by the San Diego Historical Site Board, that are not listed on the National Register of Historic Places, shall be retained onsite to the extent feasible. Any development that proposes to remove a locally designated historical structure shall:

- a) prepare an analysis to the satisfaction of the Agency that retention of the historical structure or substantial portions of the historical structure, such as its facade, and incorporation into the proposed development is infeasible. Such analysis shall be reviewed and commented on by the Historical Site Board (HSB) staff. The HSB staff shall determine if the project shall be sent to the Historical Site Board for review.
- b) provide for relocation and preservation of the historical structure at a site and in a manner acceptable to the Agency, unless such relocation and preservation are proven infeasible to the satisfaction of the Agency, upon consideration of the Historical Site Board staff's review and comments on the issue. The staff's review and comments may include further review and action by the Historical Site Board. Such relocation effort shall include making the structure available to any known interested, responsible party under procedures to be established by the Agency. Any adaptive reuse of a locally designated historical structure shall ensure its preservation according to applicable guidelines; and,
- c) in the event that the Agency finds that the historical structure cannot be feasibly retained onsite or relocated, the applicant/developer shall provide for

documentation of the historical structure before it is removed from the development site, including but not limited to photographic documentation of the exterior and interior of the structure, and “as built” drawings of the structure according to the standards of the Historic American Building Survey (HABS). Such historical documentation shall be provided to the Agency and the Historical Site Board before a demolition permit is issued by the City for said structure.

34. ~~Activities~~Projects proposing the use of the Floor Area Ratio (FAR) incentive for rehabilitation of a designated historical structure.

The Historical Site Board shall review new developments that propose to use FAR incentives for incorporation/preservation of a designated historical structure in the new development. This incentive represents a compromise between the rehabilitation of a designated historical building and potentially significant adverse impacts to its historical scale and setting. Review of those proposed ~~activities~~projects by the Historical Site Board for compatibility of design and sympathetic treatment of the designated historical structure would not interfere with ~~serve as a mitigative measure without the loss of the~~ incentive to rehabilitate and adaptively reuse designated historical structures (MMRP E-1).

#### Historical Resources -Activity-Specific Mitigation Measures

***Mitigation Measure 5.3-2:*** ~~All potential historical resources within the Primary Plan Amendment Area that have not yet been considered by the Historical Site Board for designation, shall be referred to such Board for such consideration. Thereafter, to the extent that the project proposes to substantially alter or demolish any designated historical resources within the Project Study Area, Mitigation Measure 5.3-1 would apply.~~ The following buildings shall be retained in whole or in part and adaptively reused (Retained Buildings) as part of the proposed Ballpark Project: (1) Western Metal Supply Company Building and a portion of the Farmers Bazaar Building, (2) Levi Wholesale Grocery Company (Kvaas Construction) Building, (3) Schiefer & Sons Warehouse (Bundy Lofts) Building, and (4) Wellman Peck Warehouse (TR Produce) Building. The Retained Buildings shall be adaptively reused substantially in conformance with that certain Treatment Plan for the Retail in the Park (Attachment 3 in Volume V of the SEIR).

***Mitigation Measure 5.3-3:*** Rosario Hall and the SDG&E Utility Pole shall be relocated in accordance with all applicable local, state and federal historic policies and regulations to a suitable location within the Centre City Redevelopment Project Area

***Mitigation Measure 5.3-4:*** The documentation called for in Mitigation Measure 5.3-1 subsection 2(c.) shall be consistent with Historic American Building Survey (HABS) Level II and shall be forwarded to the California Historical Resources Regional Information Center and an appropriate local repository.



**Mitigation Measure 5.3-5:** All designated historical resources within the area of the Proposed Activities shall be exempt from the noise attenuation measures imposed as mitigation for noise impacts from the Proposed Activities unless such measures comply with the Secretary of the Interior's Standards for Rehabilitation.

**Mitigation Measure 5.3-6:** The Showley Brothers Candy Factory Building shall be relocated and adaptively reused as part of the Ballpark Project. The costs of relocation and core and shell adaptive reuse of the Showley Brothers Candy Factory shall not exceed (\$3,000,000.00). Relocation and core and shell costs shall include, without limitation, relocation, new foundation, seismic retrofit, interior demolition, hazardous materials remediation, exterior and storefront rehabilitation, elevator, plumbing and sprinklers, HVAC and roofing, and reasonable contingencies for such costs (relocation/core and shell costs). Soft costs for relocation/core and shell costs, tenant improvements, and land acquisition (excluded costs) are excluded from relocation/core and shell costs. Potential sites for the relocation of the Showley Brothers Candy Factory Building are the northeast corner of Seventh Avenue and K Street and a site at or near the corner of Tenth Avenue and K Street (relocation sites). Developers may substantially alter, modify, or demolish the interior of the Showley Brothers Candy Factory Building, including without limitation, removal of the floors, interior walls and finishes, as may be necessary or useful, for adaptive use of the Showley Brothers Candy Factory Building. However, any new floors shall not be located within the original window openings on any floor to eliminate any visual impact from the exterior. Any exterior treatment shall conform to the Secretary of the Interior's Standards for Rehabilitation and shall generally conform to the treatments set forth in the Treatment Plan for the Showley Brothers Candy Factory Building, included as Attachment 3 in Volume V of the SEIR.

**Mitigation Measure 5.3-7:** Developers, the City, and the Agency shall undertake reconstruction and incorporation analyses to ascertain the technical, structural, and architectural feasibility of a partial reconstruction of Station A. In the event that the Showley Brothers Candy Factory Building is not relocated to the Seventh Avenue and K Street Relocation Site, Station A shall be reconstructed at Seventh Avenue and K Street by Developers. In the event the Showley Brothers Candy Factory Building is relocated to Seventh Avenue and K Street, City and Agency shall investigate other potential reconstruction sites within the area bounded by Sixth Avenue on the west, K Street on the south, Twelfth Avenue on the east, and the blocks fronting Island Avenue (Station A Reconstruction Site), including but not limited to, sites of parking structures to be developed by Public Entities on the block bounded by Sixth and Seventh Avenues and K and L Streets or the block bounded by Tenth and Eleventh Avenues and Island Avenue and J Street (Parking Structure Sites). The City and Agency shall assess the suitability of reconstruction of two facades with a roof and without a roof top addition or structure built over Station A at either of the Parking Structure Sites or as part of other buildings in the Station A Reconstruction Area. If the partial reconstruction of Station A does not substantially affect the usability of the selected Parking Structure Site, in the reasonable discretion of the City and Agency, the two facades of Station A shall be partially reconstructed and incorporated into the selected Parking Structure Site. If Station A is not reconstructed at one of the Parking Structure Sites, but reconstructed elsewhere, the reconstruction shall be in conformance with the Secretary of the Interior's

Standards for Treatment of Historic Properties. In the event that it is not feasible to reconstruct Station A at any of the reconstruction sites, Developers, City, and Agency shall not be obliged to reconstruct Station A.

**Mitigation Measure 5.3-8:** The Padres shall establish a program of interpretation to create public awareness and understanding of the historic resources in the vicinity of the Ballpark Project. In particular, the Padres shall create two permanent interpretive displays within the Ballpark Project on (1) the history of the surrounding area, and (2) the history of baseball in San Diego.

**Mitigation Measure 5.3-9:** Prior to any demolition or partial demolition of the SDG&E Company Office Building, Farmers Bazaar, and the Levi Wholesale Grocery Company (Kvaas Construction) Building, an inventory of significant, character-defining features and materials of the historic resources shall be made by a qualified historic architect, historic preservation consultant, or architectural historian meeting the Secretary of the Interior's Professional Qualifications Standards. These materials and design elements shall be salvaged and incorporated, to the extent feasible, into the final design for the replacement buildings within the Ancillary Development Projects Area. Any salvaged materials not incorporated into the development design shall be made available for use in rehabilitation projects in the San Diego region. The salvaged materials shall be advertised for a period of not less than thirty (30) days in newspapers of local and regional circulation. Some materials may also be incorporated into an interpretive display described in Mitigation Measure 5.3-8.

#### Archaeological Resources - MEIR Mitigation Measures

**Mitigation Measure 5.3-10:** A qualified archaeologist ~~shall is required to~~ carefully monitor ~~the all~~ excavation and grading activities while ~~an activity~~the project is underway. If resources are encountered in the course of ground disturbance, the archaeological monitor shall be empowered to halt grading and to initiate an archaeological testing program. Every effort shall be made to preserve in place any archaeological resource that is found after commencement of the activity. If preservation in place is infeasible, a data recovery testing program shall be prepared. This testing program shall include the recordation of artifacts, controlled removal of the materials, and an assessment, (i.e., interpretation) of their importance under CEQA and local guidelines, and curation of a representative sample of recovered resources within a qualified curation facility. A testing report shall be deposited with the California Historical Resources Regional Information Center. All resources found to meet the definition of a unique archaeological resource as defined in Public Resources Code §21083.2 shall be treated in accordance with that Code section. (MMRP E.2).

**Mitigation Measure 5.3-11:** For areas identified in the 1992 MEIR as possessing a high potential for archaeological resources, the developer shall have a qualified archaeologist conduct an in-depth study of the particular block or portion thereof where the activity is located and carry out all mitigation measures identified in the study. This study shall include a detailed review of Sanborn fire insurance maps, a directory search, and, if warranted, limited testing of the zones within the area to be impacted. Mitigation of the activity also requires both obtaining cultural

resources records searches and a review of aerial photographs. Testing shall include removal of asphalt, backhoe excavation, limited controlled excavation, and a preliminary review of cultural materials recovered from the excavation. The testing data would be used to formulate a more specific mitigation plan. This plan, which would be activity specific, may include data recovery excavation and monitoring if important resources are encountered. Data recovery may include relatively large-scale excavation, cataloging, analysis, and interpretation. (New MEIR measure).

#### **5.3.4.2 Ancillary Development Projects**

##### Historical Resources - MEIR Mitigation Measures

Mitigation Measure 5.3-1 would apply to all Phase One and Two Ancillary Development Projects. Plans for the Ancillary Development Projects are in the conceptual stage. As required in the MEIR mitigation measures, site-specific cultural resources evaluation would be conducted as plans for Ancillary Development Projects are further along in the planning process.

##### Historical Resources - Activity-Specific Mitigation Measures

Since no significant impacts to historic resources were identified in the first phase of the Ancillary Development Projects Area, no site-specific mitigation measures would be required. Mitigation Measure 5.3-2 would protect the TR Produce Building. Since second phase Ancillary Development Projects could potentially have significant direct impacts on historic resources, Mitigation Measures 5.3-4 and 5.3-5 would also apply to second phase ancillary development. Similar to the Ballpark Projects, Mitigation Measure 5.3-2, would apply to all Ancillary Development Projects Area. All potential historical resources within the Ancillary Development Projects Area that have not yet been considered by the Historical Site Board for designation, shall be referred to such Board for such consideration.

**Mitigation Measure 5.3-12** The City and Agency shall adopt advisory design criteria substantially in accordance with the design criteria set forth in Attachment 4 in Volume V of the SEIR to ensure the compatibility of new infill development within the Ancillary Development Projects Area with the character of the area including the Retained Buildings.

##### Archaeological Resources - MEIR Mitigation Measures

Similar to the Ballpark Project, Mitigation Measures 5.3-10 and 5.3-11, would apply to all development within the Ancillary Development Projects. Sites with both a high potential for archaeological or subsurface cultural resources and a low potential for archaeological or subsurface cultural resources are located in the Ancillary Development Projects Area.

#### **5.3.4.3 Plan Amendments**

The application of other MEIR mitigation measures or implementation of activity-specific mitigation measures beyond those recommended as part of the Ballpark and Ancillary Development Projects would not be required.

### **5.3.5 Significance of Impact After Mitigation**

#### **5.3.5.1 Ballpark Project**

##### Historical Resources - Direct Impacts

The Ballpark Project would significantly impact designated historic structures. In a worst case scenario, up to ~~five-three~~ buildings could be demolished; however, at a minimum one building would be retained, key facades on ~~three-two~~ of those ~~five-three~~ would be preserved ~~or reconstructed~~. ~~TwoA-sixth~~ buildings and the utility pole would be relocated (Mitigation Measure 5.3-3 and 5.3-64). Current plans to adaptively reuse the Western Metal Building and Schiefer & Sons Warehouse would reduce impacts to below a level of significance for these resources. Preservation ~~or reconstruction~~ of specific facades on ~~three-two~~ of the impacted buildings (~~Western Metal Supply, Schiefer & Sons Warehouse, and Levi Wholesale Grocery/KvaasKvass and Farmers Bazaar~~ buildings) would reduce impacts but not to below a level of significance. Although the analysis required under Mitigation Measure 5.3-1 has not been completed, it is considered unlikely that written, photographic and HABS drawing documentation of the impacted structures would provide full mitigation for all of the impacted structures. Therefore, the impacts of the Ballpark Project on designated historic structures would be significant and not mitigated.

##### Archaeological Resources - Direct Impacts

Impacts to known and subsequently identified significant archaeological resources would be reduced to below a level of significance through implementation of Mitigation Measures 5.3-10 and 5.3-11. Written and pictorial documentation would be adequate for archaeological resources as there are no physical structures involved.

#### **5.3.5.2 Ancillary Development Projects**

##### Historical Resources - Direct Impacts

Significant impacts to designated historic structures would ~~potentially not~~ occur as a result of the first phase of ancillary development Mitigation Measures 5.3-9, salvage and reuse plan, and 5.3-12, design criteria, would apply to both the first and second phases of Ancillary Development Project sites. However, significant impacts could occur as a result of the second phase of Ancillary Development, and these impacts would not be reduced to below a level of significance after implementation of the above mitigation measures. ~~As with the Ballpark Project, it is possible that the measures required in Mitigation Measures 5.3-1 may not be adequate to achieve full mitigation. Thus, the potential impacts of ancillary development on designated historic resources could be significant and not mitigated.~~

### Archaeological Resources - Direct Impacts

As with the Ballpark Project, application of Mitigation Measures 5.3-10 and 5.3-11 as development occurs in the Ancillary Development Projects Area would reduce archaeological impacts to below a level of significance.

#### **5.3.5.3 Plan Amendments**

As the Plan Amendments would allow the ballpark project which reduces opportunities to retain historic structures, the Plan Amendments would have a significant direct impact on historic resources. The direct impact on archaeological resources would be reduced to below a level of significance through implementation of Mitigation Measures 5.3-10 and 5.3-11.

#### **5.3.6 Relationship to the MEIR**

The MEIR concludes that implementation of the Redevelopment Project would have potential significant impacts on important historic buildings as well as archaeological resources.

With approval of the proposed Plan Amendments, the impacts of the Redevelopment Project on important historic and archaeological resources would remain significant. The MEIR concludes that redevelopment would impact significant historic buildings as well as known or buried archaeological resources. The loss of significant historic structures which could occur with implementation of the Ballpark and Ancillary Development Projects would be consistent with this conclusion. Thus, the conclusion of the MEIR with respect to the potential for significant impacts on historic and archaeological resources would be unchanged by implementation of the proposed Plan Amendments.

The MEIR concludes that significant impacts of the Redevelopment Project on significant historic and archaeological resources would be reduced to below a level of significance. This would be achieved through MEIR Mitigation Measures E.1 and E.2 which require a series of mitigation measures which include assessment of the feasibility of preservation or relocation of impacted resources and a comprehensive written and photographic documentation of resources which cannot be preserved or relocated.

While the potential for significant historic and archaeological resources impacts would be unchanged, a change in the State CEQA Guidelines has occurred since the MEIR was prepared which may change the conclusion of the MEIR relative to the likelihood that impacts to significant resources would be mitigated to below a level of significance in all cases. As discussed earlier, the State CEQA Guidelines indicate that written and photographic documentation of a historic building may not always be sufficient to adequately mitigate for demolition of significant historic buildings. As a consequence, although implementation of the Ballpark and Ancillary Development Projects would comply with the MEIR mitigation measures including written and photographic documentation of any significant historic and archaeological

resources which would be lost, this documentation may, in some cases, be insufficient to achieve full mitigation.

In addition to MEIR Mitigation Measures E.1 and E.2, activity-specific mitigation is proposed. As discussed above, the activity-specific mitigations require that Rosario Hall and the SDG&E Utility Pole be relocated, ~~and that all potential historical resources within the Primary Plan Amendment Area that have not yet been formally considered by the Historical Site Board for designation, be referred to this Board for consideration.~~ Thus, ~~t~~The approval of the proposed Plan Amendments would require that the MEIR Findings be revised to add Mitigation Measures 5.3-2 and 5.3-3 as well as 5.3-4 through 5.3-12.

As discussed above, the MEIR concludes that impacts on historic and archaeological resources from the Redevelopment Project would be reduced to a level less than significant with mitigation. Implementation of the MEIR mitigation measures would reduce but not always avoid significant cultural resource impacts associated with the amended Redevelopment Project due to limitations on the ability of written and photographic documentation to always reduce impacts to below a level of significance.

Therefore, in light of the CEQA Guidelines change, the conclusions of the MEIR must be revised to indicate that mitigation to below a level of significance may not be achieved in all cases.

## **5.4 AESTHETICS/VISUAL QUALITY**

### **5.4.1 Existing Conditions**

#### **5.4.1.1 Setting**

As discussed in Section 3.0, the existing character of the Ballpark and Ancillary Development Projects Area is a mix of older urban development consisting of warehouse buildings, readapted buildings, surface parking lots, parking structures, overhead utility lines and vacant parcels. The Ballpark and Ancillary Development Projects Area is relatively level and slopes slightly to the south-southwest. The average elevation of the Ballpark and Ancillary Development Projects Area is approximately 15 feet above sea level. The site is in close proximity to the San Diego Bay, the proposed expansion of the Convention Center and the Historic Gaslamp Quarter. All of these features are within a few blocks of the Ballpark and Ancillary Development Projects Area. Interstate 5 is located east of the site and is approximately five blocks from the Ballpark and Ancillary Development Projects Area boundaries.

The existing visual resources in the Ballpark and Ancillary Development Projects Area are made up of natural and man-made features. The natural visual features include the San Diego Bay, Pacific Ocean and the distant views of Point Loma and Balboa Park. The man-made features include the San Diego-Coronado Bay Bridge, the downtown skyline, and the various historic structures that occur within the area.

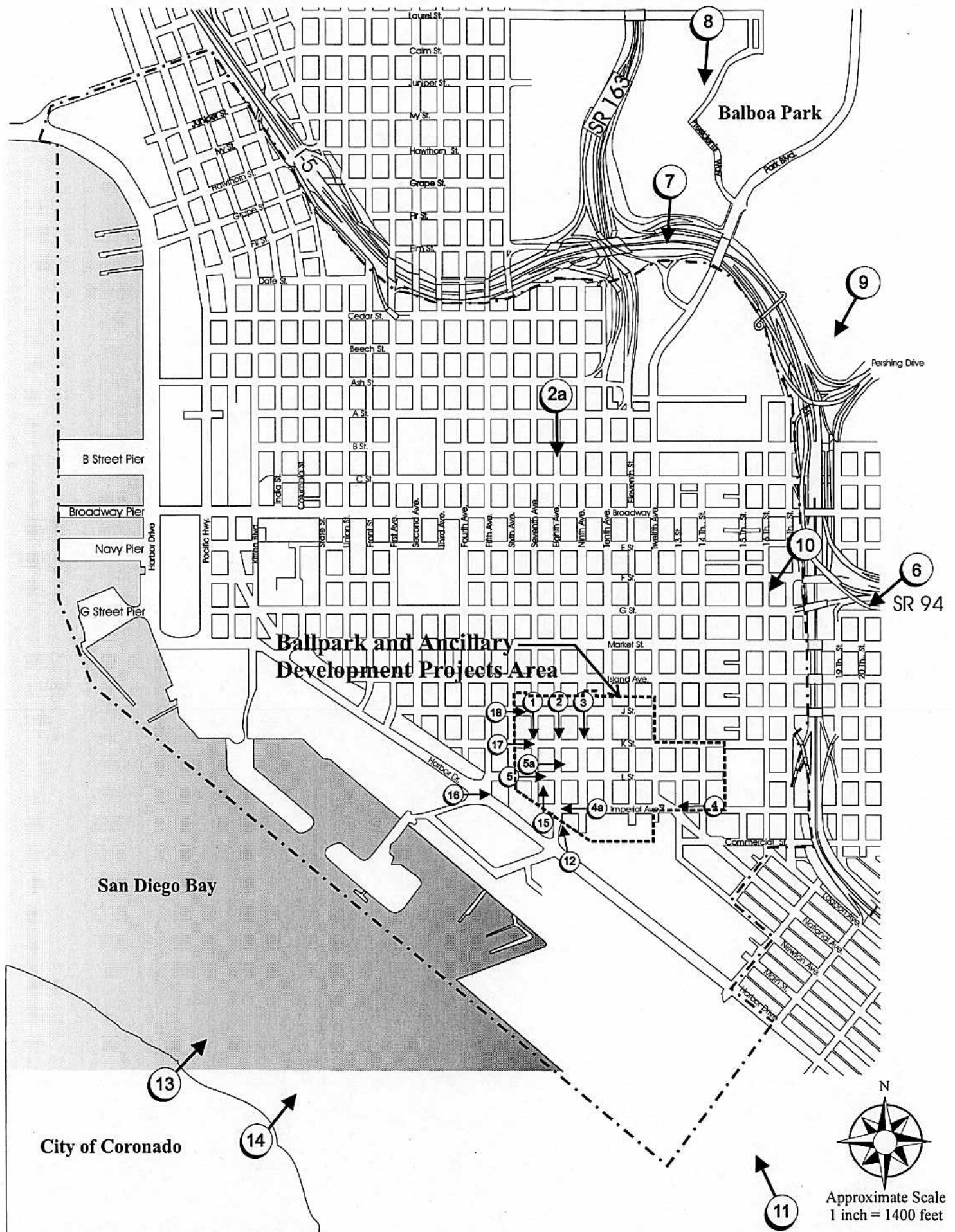
#### **5.4.1.2 Key View Locations and Characteristics**

For the sake of analysis, important long- and short-range key views were selected. The key view locations represent typical viewpoints of different viewer groups with views of the Ballpark Project and Ancillary Development Projects Area. A total of 21 key views were identified. Selected viewpoints include residential neighborhoods, public roadways including Interstate 5 and the San Diego-Coronado Bay Bridge, parks and public open spaces. Figure 5.4-1 identifies the location of the key views. Each of these views is depicted along with a brief description in Figures 5.4-2 through 5.4-12.

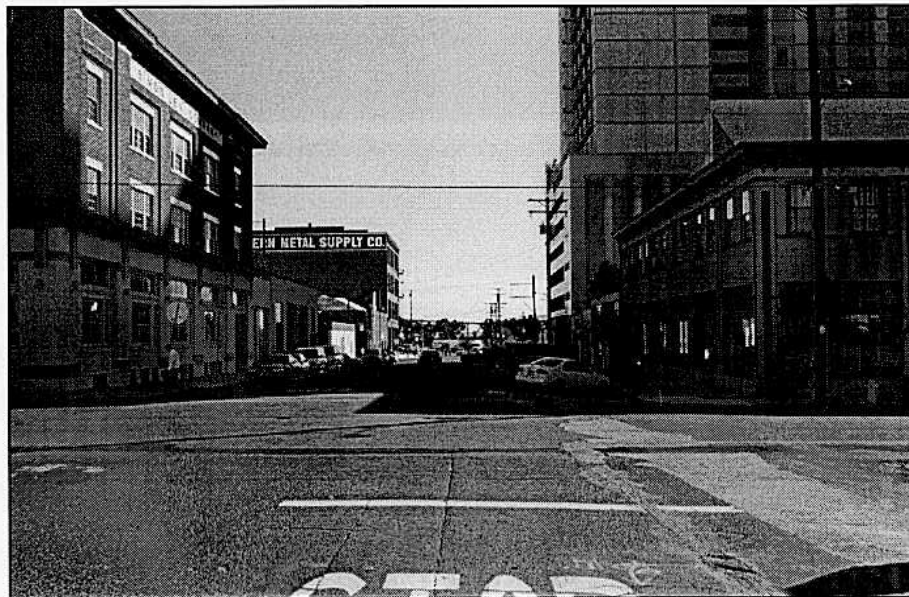
#### **5.4.1.3 Existing Policies Related to Aesthetics/Visual Quality**

As identified in Section 5.1, the Community Plan establishes design goals for development in the Urban Design Element. The following goals relate to the Proposed Activities:

- Protect views of the bay by establishing view corridors that accentuate key public rights-of-way (streets and sidewalks, both existing and proposed) with appropriate zoning, setbacks and design standards. Further, protect major bay views from key freeway points and similar







**Key View 1**

**Location:** Seventh Avenue and J Street.  
**View Description:** Looking south down Seventh Avenue. Existing view of converted warehouse buildings, hotel, utility lines and the San Diego-Coronado Bay Bridge.  
**Viewer Group:** Residents, local and commuter traffic, and pedestrians.



**Key View 2**

**Location:** Eighth Avenue and J Street.  
**View Description:** Looking south down Eighth Avenue. Existing views of warehouse buildings, fire station, utility lines and distant view of San Diego-Coronado Bay Bridge.  
**Viewer Group:** Residents, local and commuter traffic, and pedestrians.

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**Key View 2a**

Location:

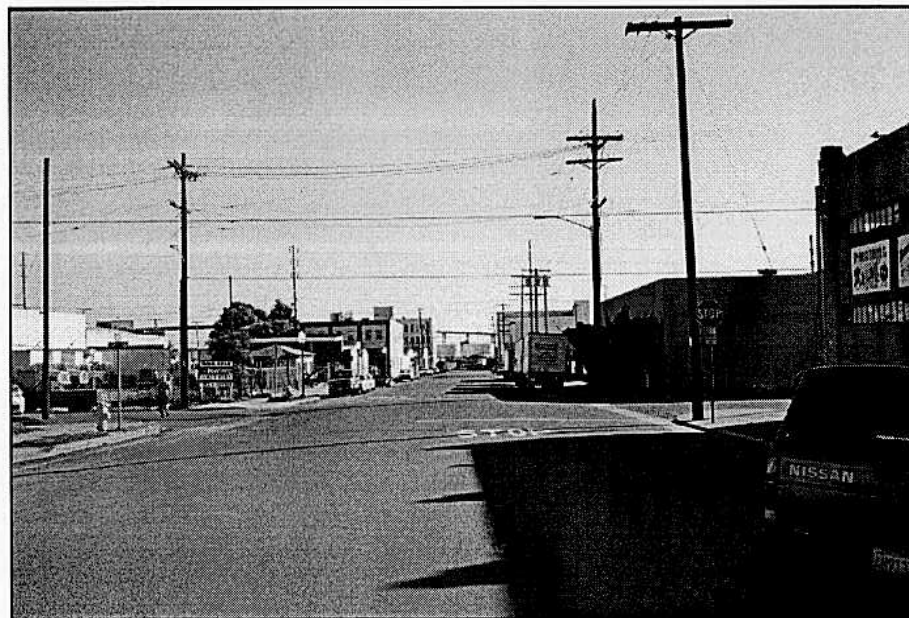
Eighth Avenue and A Street.

View Description:

Looking south down Eighth Avenue. Existing view of urban development, San Diego Bay and the San Diego-Coronado Bay Bridge.

Viewer Group:

Residents, local and commuter traffic, and pedestrians.



**Key View 3**

Location:

Ninth Avenue and J Street.

View Description:

Looking south down Ninth Avenue. Existing view of warehouse buildings, vacant parcels, utility lines and the San Diego-Coronado Bay Bridge.

Viewer Group:

Local and commuter traffic, and pedestrians.

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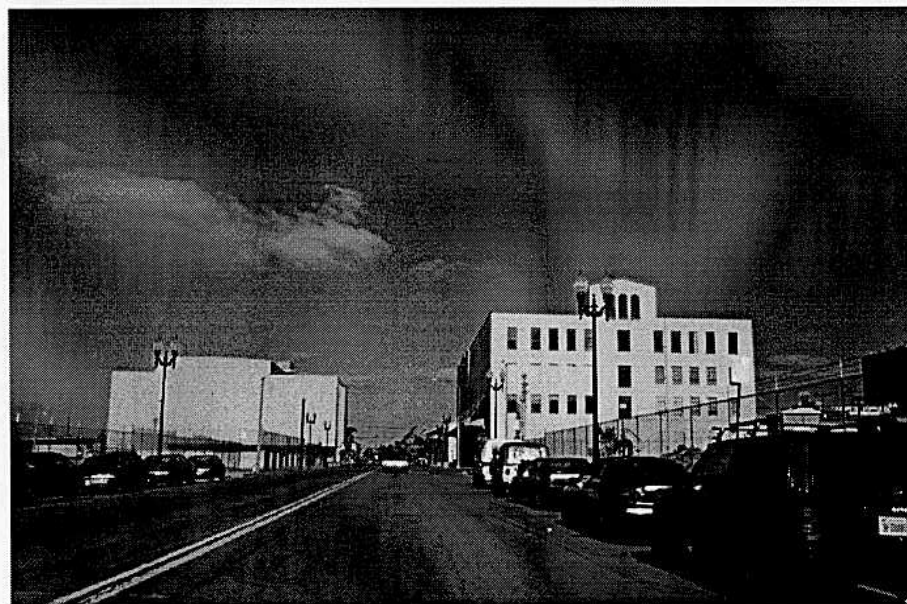


**Key View 4**

**Location:** Imperial Avenue and 14<sup>th</sup> Street.

**View Description:** Looking west down Imperial Avenue. Existing view of downtown skyline, surface parking and warehouse buildings.

**Viewer Group:** Local and commuter traffic, and pedestrians.



**Key View 4a**

**Location:** Imperial Avenue between Ninth and Tenth Avenue.

**View Description:** Looking west down Imperial Avenue. Existing view of surface parking lots and warehouse buildings.

**Viewer Group:** Local and commuter traffic, and pedestrians.

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**Key View 5**

Location:

L Street between Fifth and Sixth Avenue.

View Description:

Looking east down L Street. Existing view of warehouse buildings, utility lines and recent streetscape improvements. Distant views of mountains possible on clear days.

Viewer Group:

Local and commuter traffic, and pedestrians.



**Key View 5a**

Location:

L Street and Sixth Avenue.

View Description:

Looking east down L Street. Existing view of warehouse buildings, utility lines and recent streetscape improvements. Distant views of mountains possible on clear days.

Viewer Group:

Local and commuter traffic, and pedestrians

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**Key View 6**

Location:

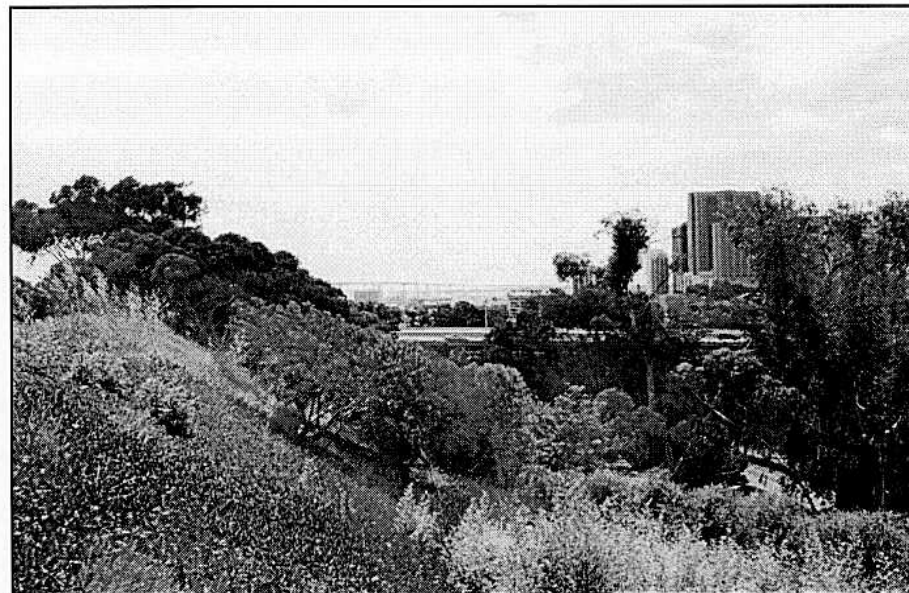
Golden Hill - F Street and 28<sup>th</sup> Street.

View Description:

Looking south-southwest towards the Ballpark and Ancillary Development Projects Area. Distant view of downtown skyline, Point Loma, San Diego Bay and Pacific Ocean.

Viewer Group:

Residents and pedestrians.



**Key View 7**

Location:

Balboa Park - west side of the Aerospace Museum.

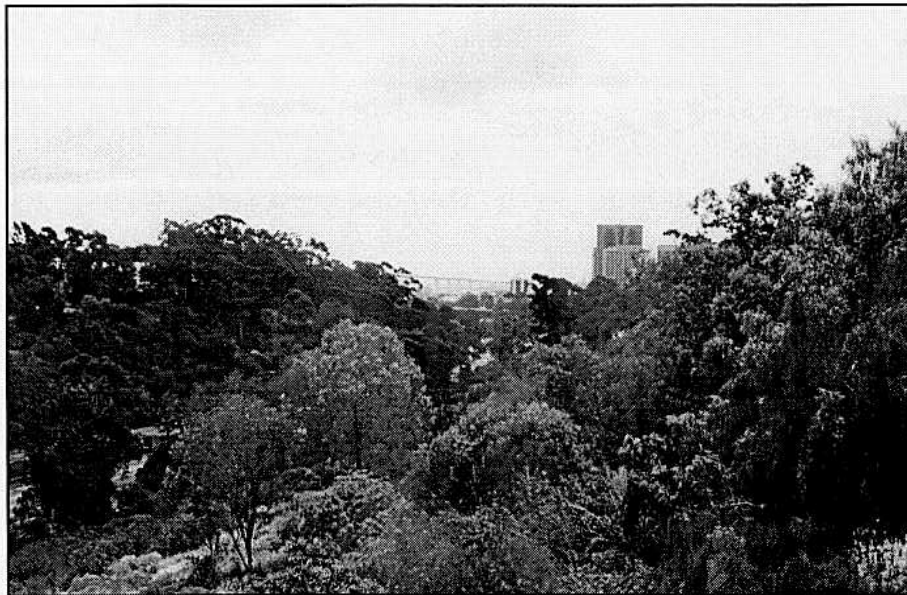
View Description:

Looking southwest towards the Ballpark and Ancillary Development Projects Area. Distant view of downtown skyline, San Diego-Coronado Bay Bridge, San Diego Bay and Pacific Ocean.

Viewer Group:

Park users.

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**Key View 8**

Location:

Balboa Park - Laurel Street Bridge.

View Description:

Looking south to the Ballpark and Ancillary Development Projects Area. Distant views of downtown skyline, San Diego-Coronado Bay Bridge, slight view of Pacific Ocean and San Diego Bay.

Viewer Group:

Park users.



**Key View 9**

Location:

Balboa Park - Inspiration Point.

View Description:

Looking southwest to the Ballpark and Ancillary Development Projects Area. Distant views of downtown skyline, San Diego-Coronado Bay Bridge, San Diego Bay and Pacific Ocean.

Viewer Group:

Park users.

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**Key View 10**

Location:

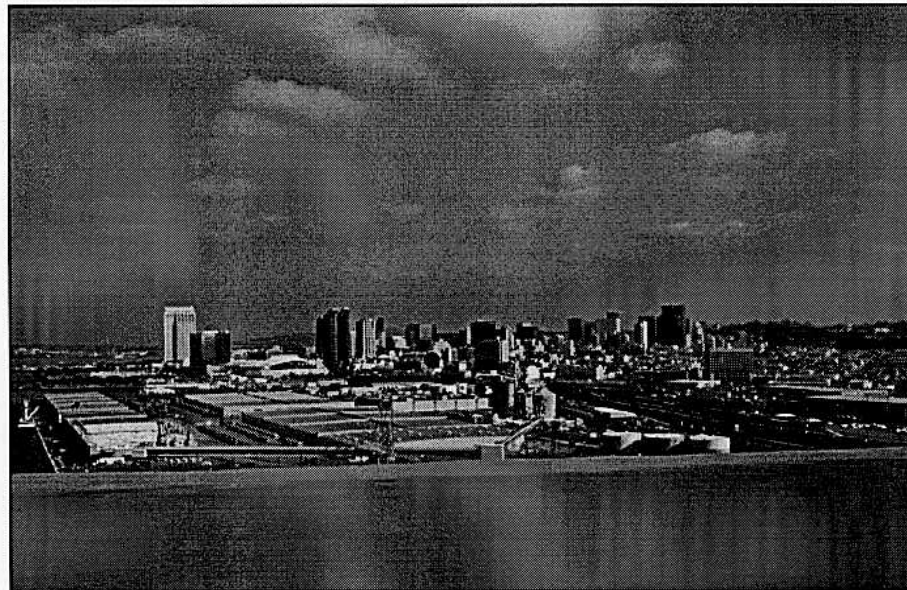
On-ramp from Interstate 5 to Interstate 94.

View Description:

Looking south-southwest to the Ballpark and Ancillary Development Projects Area. Distant views of downtown skyline.

Viewer Group:

Commuters and local drivers.



**Key View 11**

Location:

Westbound lane of the San Diego-Coronado Bay Bridge.

View Description:

Looking west northwest to the Ballpark and Ancillary Development Projects Area. View of downtown skyline, San Diego Bay, and Balboa Park.

Viewer Group:

Commuters, local and general traffic.

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**Key View 12**

Location:

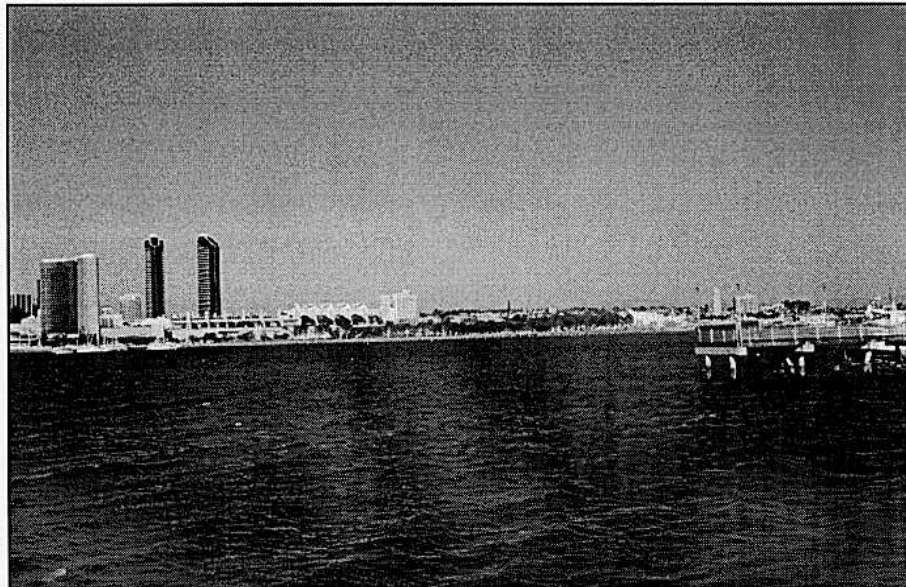
Harbor Drive and Eighth Avenue.

View Description:

Looking north-northwest to the Ballpark and Ancillary Development Projects Area. Existing views of the downtown skyline, Martin Luther King Jr. Promenade, warehouse buildings railway tracks, and utility lines.

Viewer Group:

Local and commuter traffic, and pedestrians.



**Key View 13**

Location:

Coronado - The Landing and the Bay Promenade.

View Description:

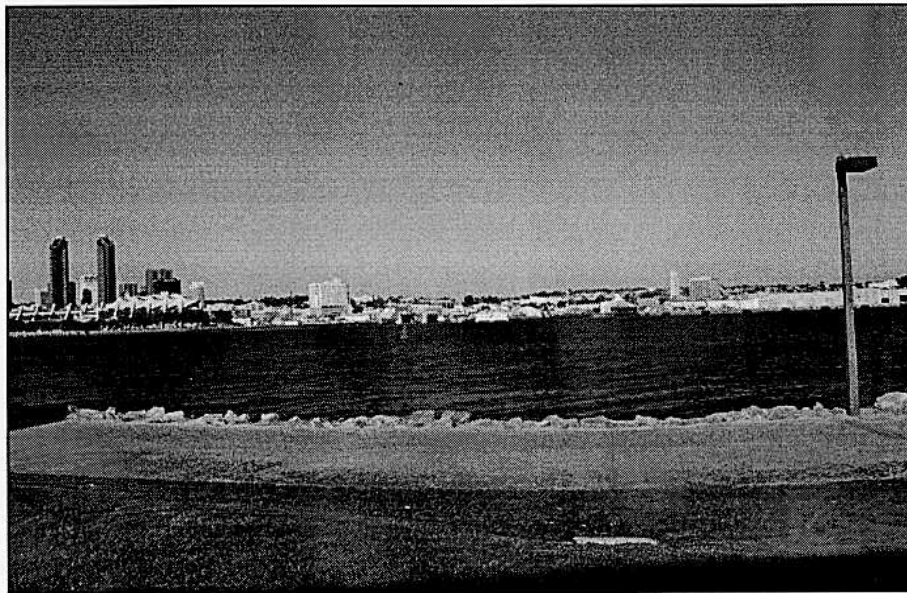
Looking north-northeast towards the Ballpark and Ancillary Development Projects Area. Existing views of the downtown skyline and San Diego Bay.

Viewer Group:

Residents, tourists and park users.

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**Key View 14**

Location:

Coronado - Oakwood Garden Apartments.

View Description:

Looking north-northeast towards the Ballpark and Ancillary Development Projects Area. Existing views of downtown skyline and San Diego Bay.

Viewer Group:

Residents and park users.



**Key View 15**

Location:

Martin Luther King Jr. Promenade - Harbor Drive and Eighth Avenue.

View Description:

Looking northwest towards the Ballpark and Ancillary Development Projects Area. Existing view of the downtown skyline, railway tracks, warehouse buildings and utility lines.

Viewer Group:

Park users.

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**Key View 16**

Location:

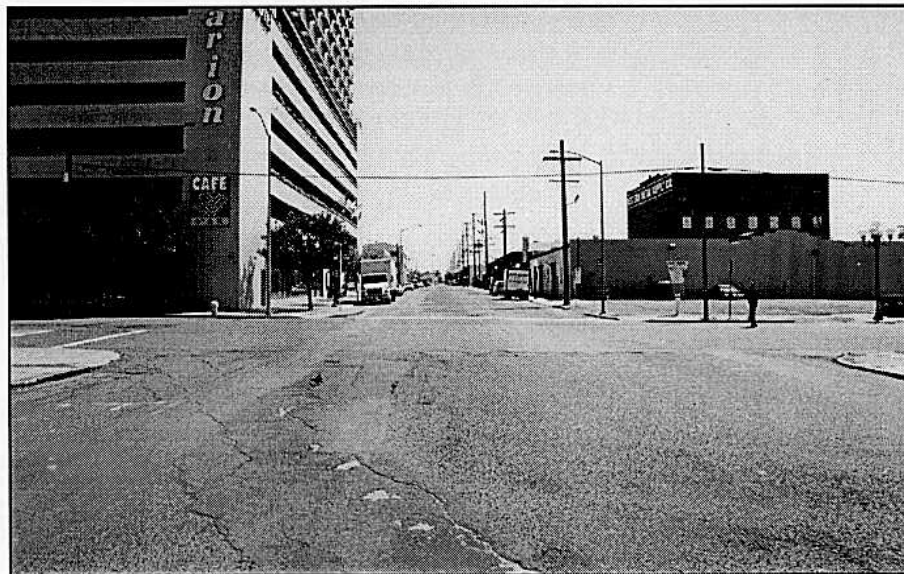
Convention Center - View Deck.

View Description:

Looking east-northeast towards the Ballpark and Ancillary Development Projects Area. Existing view of downtown skyline, Martin Luther King Jr. Promenade, Sherman Heights and distant mountain views.

Viewer Group:

Conventioneers, general public.



**Key View 17**

Location:

Sixth Avenue and K Street.

View Description:

Looking east down K Street. Existing view of Clarion Hotel, surface parking lot, warehouse buildings and utility lines.

Viewer Group:

Local and commuter traffic, and pedestrians.

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**Key View 18**

Location:

Sixth Avenue and J Street.

View Description:

Looking east down J Street. Existing view of brick buildings, produce businesses, fire station and existing utility lines.

Viewer Group:

Local and commuter traffic, and pedestrians.

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locations by clustering of tall buildings, slender towers, proper building orientation, and floor area restrictions and height limits where necessary.

- Enhance the principal streets traversing downtown with particular emphasis on Broadway and Fifth Avenue. Aim for interesting, tree-lined streets throughout Centre City with all buildings designed to be pedestrian-friendly at ground level.
- Plan downtown district-by-district giving due consideration to the special needs, constraints, and characteristics of each district.

In addition to these goals, the Centre City Community Plan and PDO establish the following urban design criteria to help further guide development in Centre City.

#### Building Bulk

- Top of buildings will be visually terminated through the use of multi-faceted tops.
- Buildings over 125 feet in height shall incorporate setbacks. At 75% of the overall building height, a minimum setback of 25 feet is required and the upper 25% of the building must achieve a reduction in the building mass proportional to the mass of the lower portion.
- Within sun access areas, the maximum north-south plan dimension of buildings over 90 feet tall shall be 100 feet.

#### Street Level Development Standards

- Street wall heights shall be a minimum of 30 feet but be no greater than the total width of the adjacent public right of way.
- Street walls shall be located up to, or within, five feet of the street property line unless sidewalk widening is required or exterior open space areas are proposed.
- Street walls shall be 100% of the total linear street frontage but may be reduced by exterior open space areas.
- First-story street walls between 36 inches and twelve feet above the sidewalk shall have entries and windows of clear or lightly tinted glass.
- Maximum total blank wall length shall not represent more than 30% of the first-story street wall including openings for doors or garages. Maximum blank wall lengths shall be 15 feet but may be increased to 30 feet if enhanced architecturally.
- Pedestrian entrances shall be provided at every 75 feet of linear frontage. Separate pedestrian entrances shall be a minimum of 25 feet apart.

### Street Level Views

- Seventh, Eighth, and Ninth Avenues are designated as View Corridor Streets to protect views and vistas of San Diego Bay.
- The Centre City Community Plan requires buildings along Seventh, Eighth and Ninth Avenues to be setback a minimum of 15 feet from the property line.
- Building setbacks shall be incorporated for all buildings in excess of 65 feet along Seventh, Eighth and Ninth Avenues.
- Construction of pedestrian bridges shall only be allowed where compelling reasons exist to insure pedestrian movement and no alternatives exist.

### Landscaping

- Street trees, street lighting and sidewalk paving shall be in accordance with the Centre City Streetscape Manual.

### Signs

- All signs shall conform to the City-wide sign ordinance or shall be in accordance with a comprehensive signage plan or signage district established pursuant to the City-wide sign ordinance.
- Signs, inflatable displays and banners are not permitted on the roof of any structure.
- Signs will be located no more than 65 feet above the sidewalks.
- Logos shall be permitted on the upper building portion provided the logo is an integral part of the building exterior and not located on any two adjacent facades. Maximum logo areas shall be determined by the building height.

#### **5.4.2      Significance Criteria**

For the purposes of this SEIR, significant visual impacts would occur if the Proposed Activities would:

- Substantially block public views from designated open space, roads or parks to significant visual landmarks or scenic vistas (Pacific Ocean, downtown skyline, San Diego-Coronado Bay Bridge, mountains or waterways);
- Severely contrast with the surrounding neighborhood character; and/or
- Substantially alter the aesthetics by
  - altering the natural (or naturalized) landform;
  - having a negative visual appearance; or
  - conflicting with adopted public policies, design guidelines or development standards.



### **5.4.3 Environmental Impacts**

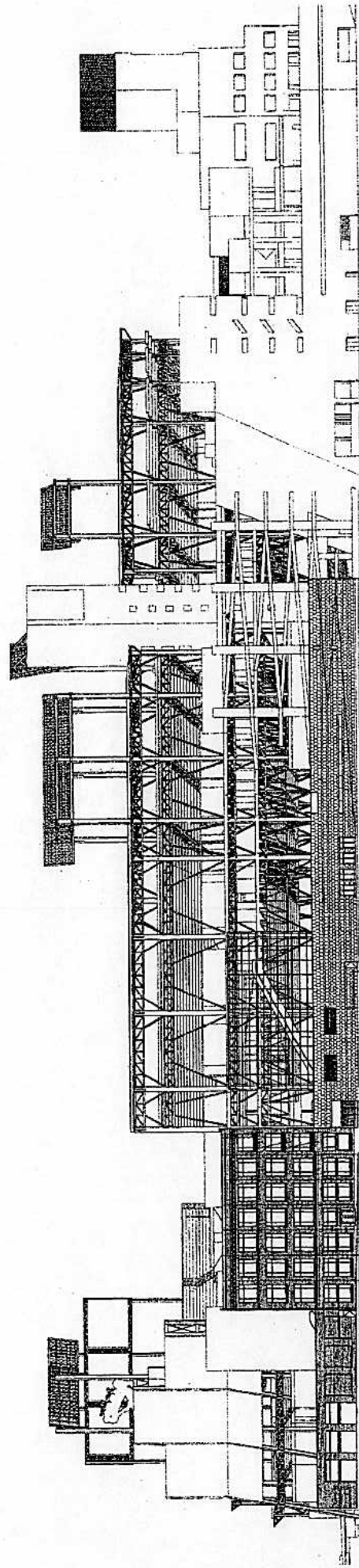
#### **5.4.3.1 Ballpark Project**

Three primary features characterize the proposed Ballpark Project. These include the ballpark, Park at the Park, and Retail at the Park. Figure 4.3-3 provides the illustrative model of the Ballpark Project that served as the primary basis for the following analysis. Figures 5.4-13 through 5.4-16 illustrate the appearance of the exterior elevations of the ballpark. Parking structures and parking lots to support the ballpark are also part of the proposed Ballpark Project. However, as parking facilities are allowable in the downtown area and are common in the area of the Ballpark Project, they are not part of the visual analysis.

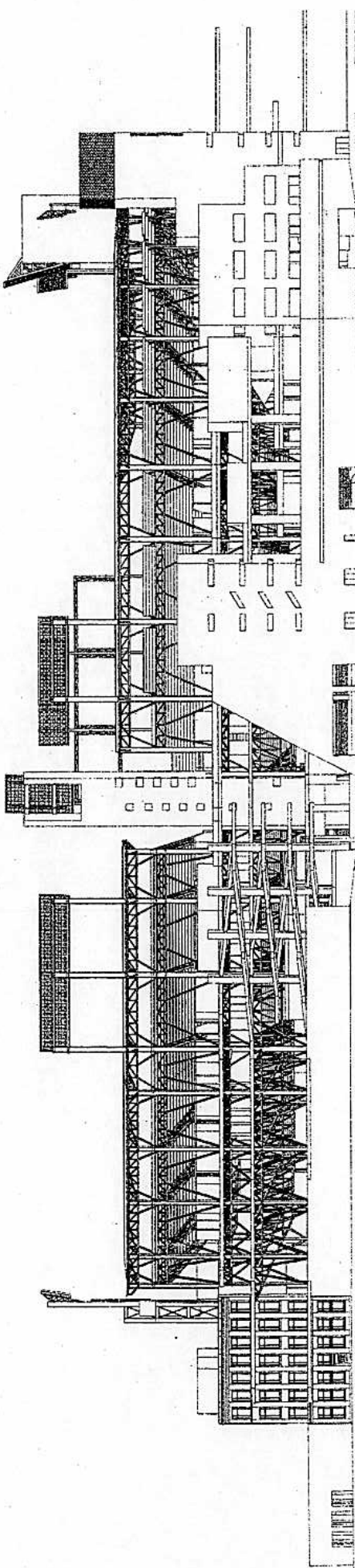
As discussed in Section 4.0, the ballpark would seat approximately 42,500 people and include two Garden Buildings containing a variety of related uses. The Park at the Park would be located behind the outfield fence and would be completely encompassed by the ballpark and Retail at the Park. The Park at the Park would include a combination of grass and hardscape. The central grass area would include a level area for informal sports and other activities. The northeast corner of the grass area would gradually rise to the retail portion of the Ballpark Project to provide views of the playing field. The Retail at the Park would have frontage along J Street as well as Seventh and Tenth Avenues. The Retail at the Park would provide sports-related retail and entertainment opportunities.

The ballpark facility would have a variety of building heights. The Garden Buildings, that wrap around the majority of the seating decks would vary from approximately 39 to 112 feet in height. The third base Garden Building forms the south and southwest portions of the ballpark. The lower levels of this portion primarily contain the service levels of the ballpark, including the parking and the loading docks. This elevation of the ballpark would be viewed from Martin Luther King Jr. Promenade and Harbor Drive. There are numerous openings, twists and turns in the building façade providing interest, and landscape treatment would be used to screen and soften the building and service entries. Separate tower structures, projecting above the Garden Buildings, would reach 185 feet in height.

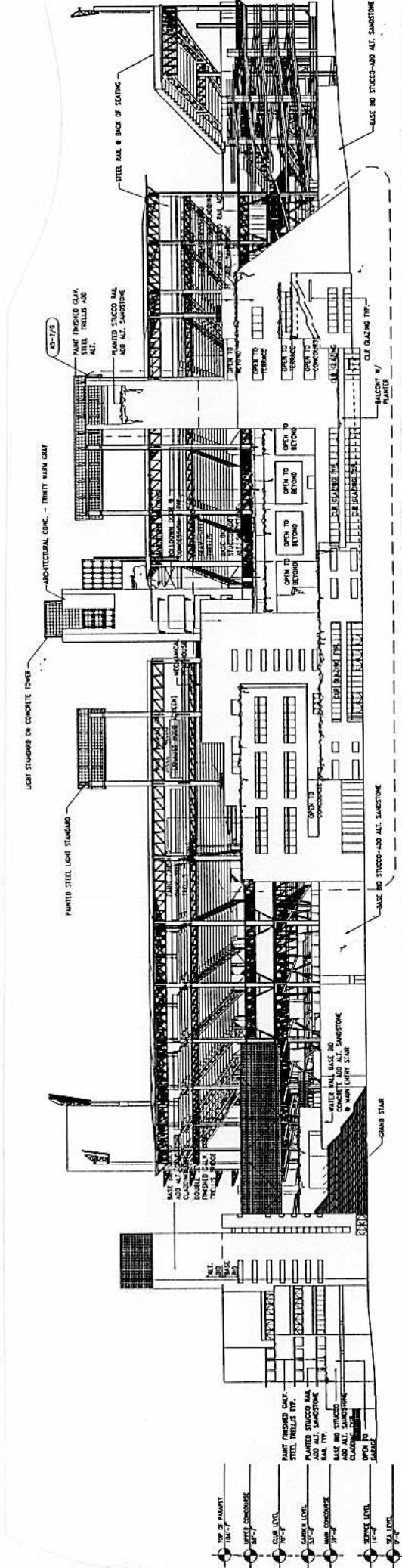
The highest seating area in the ballpark would be 130 feet. The roof covering the seating deck would be approximately 147 feet high. Separate tower structures, projecting above the seating bowl, would reach 200 feet in height while the light standards, mounted on the towers, would rise to 210 feet. The ballpark video board at the north end of the seating deck in left field would rise to approximately 143 feet. The Padre logo would extend above the video board to a height of 163 feet. Various advertising panels, facing outwards, would be located on the light towers at a height of 160 feet. In general the majority of the Ballpark Project bulk would be at 135 to 147 feet, although various vertical elements would reach 200 feet in height.

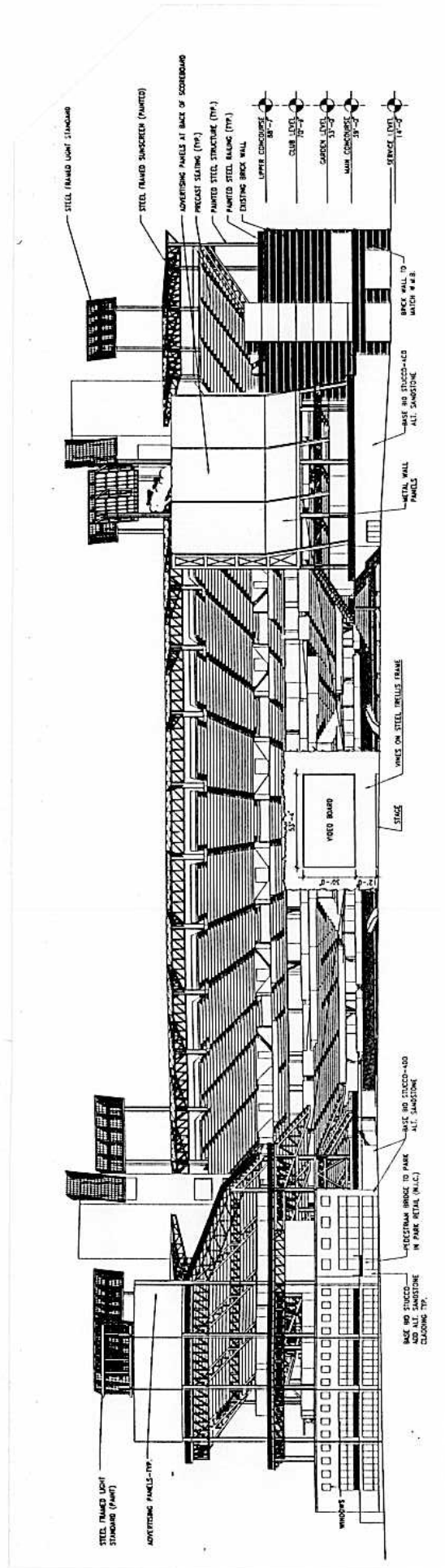


Source: HOK Sports Facilities Group, May 1999



Source: HOK Sports Facilities Group, May 1999





Source: HOK Sports Facilities Group, January 26, 1999

Not to Scale

North Exterior Ballpark Elevation

Figure 5.4-16

A variety of building materials and colors would be used in the ballpark. Small units of light-colored sandstone (typically 12"x24") or stucco would be the principal building material for the Garden Buildings, the base of the seating deck facing the streets, and towers projecting up from the Garden Buildings. Warm-tone concrete would cover the two main towers projecting out of the seating bowl. White steel frame would be used for the light standards, roofing and seating deck. The seats would be dark blue.

The west ballpark elevation along Seventh Avenue would incorporate the existing facade of the Western Metal Building. The main concourse and the western ramps would grow out of this base. The brick Western Metal Building facade would be preserved and refurbished, and the courtyard extending north of the Western Metal Building would also use brick on the facade facing Seventh Avenue. Connecting to the south edge of the Western Metal Building would be the sandstone or stucco base that houses the service functions of the facility. There would be two larger openings within this section of the facade. One that allows street level pedestrians to have views into the field, and another that serves as the primary entry for staff members working at the ballpark. This staff member entry would be on an axis with L Street and a light metal trellis entry canopy would give the end of the L Street corridor identity and focus. No public entries would be along this portion of the base. Landscape treatment would be provided at the base to cover and soften the stone edges. The internal ramp above the street would continue to articulate and provide scale to this portion of the ballpark elevation.

A new view opportunity would be provided with the proposed ballpark facility with the creation of the new Park Boulevard diagonal. This new diagonal street would provide for the extension of the "Bay to Park" link and would provide or extend views to the bayfront.

Although no specific plans are available, the Retail at the Park building heights would likely be fairly uniform but provide a variety of facade articulations. However, based on the site plans contained in Figure 4.3-5, the primary street frontage would be on J Street and would include a sidewalk of 35 feet to maximize the pedestrian area. The buildings on J Street and Eighth Avenue would incorporate the brick Schiefer & Sons Warehouse facade. Also the Park at the Park entrance at Eighth Avenue would break up the J Street elevation and provide views into the ballpark and the Park at the Park. The retail would turn the corner on Seventh Avenue and be designed around the existing Simon Levi Building. The Retail at the Park would also have approximately half a block of frontage facing Tenth Avenue.

### Approach to Analysis

In evaluating the impact of the Ballpark Project on aesthetic/visual quality, the analysis process began with an evaluation of the potential for key views to be impacted by the Ballpark Project. Potential impacts were based on a numerical system derived from assigning low, medium or high value weighting factors to the three visual assessment parameters identified in the significance criteria. The weighting valuation method is described below.

- Low (1): Minor adverse change in views, neighborhood character or aesthetics resulting in a minor effect on the visual resource which would not generally be noted by the viewer because of minor aspect of change or distance from the site.
- Medium (2): Major adverse change in the views, neighborhood character or aesthetics results when some viewers would consider the change to be significant while others might not.
- High (3): Major adverse change to the views, neighborhood character or aesthetics results when the majority of the viewers would consider the change to be significant.

When two of the three categories had a High (3) rating, or the three categories had a total value of 7 or more, further impact analysis was conducted. The results of this key view evaluation are presented in Table 5.4-1.

As this table illustrates, six key views were determined to be potentially impacted (1, 2, 3, 5, 15 and 16). The impact of the Ballpark Project elements on each of the significant views with a high viewer response rating was further evaluated based on photosimulations which superimposed the proposed Ballpark Project elements onto potentially significant key views (Figures 5.4-17 through 5.4-22). As specific architectural plans for the Retail at the Park as well as the Ancillary Development Projects are not available, the photo simulations utilize generic building forms without articulation in order to depict view interruptions.

The relationship of the proposed Ballpark Project to each of the high viewer response key views is described below. An evaluation of the impact with respect to each of the significance criteria follows this discussion.

**Significant Key View 1 – Seventh Avenue and J Street.** This key view was determined to have a potentially high impact since Seventh Avenue is a “View Corridor” street identified in the Centre City Community Plan. The goal of the view corridor designation is to maintain views to sensitive resources outlined in the Community Plan. When viewing the existing condition a segment of the San Diego-Coronado Bay Bridge is visible at the end of the street.

As shown in the simulation in Figure 5.4-17, the proposed Ballpark Project facilities would have a medium impact on the current view. The maximum five-story facade of the Retail at the Park would be visible as well as the seating deck of the ballpark.

**Significant Key View 2 – Eighth Avenue and J Street.** The view from this vantage point would be of the entrance to the Park at the Park. Buildings associated with the Retail at the Park would flank the entry to the park (Figure 5.4-18). Hardscape associated with the Park at the Park with the ballpark seating area in the background would be visible from Eighth Avenue and J Street.

**TABLE 5.4-1**  
**Visual Impact Assessment Summary**

Key Views	Magnitude of Visual Change <sup>1</sup>				Viewer Response	Further Analysis Required
	V <sup>2</sup>	NC <sup>3</sup>	A <sup>4</sup>	Total		
1	2	3	2	7	High	Yes
2	3	2	2	7	High	Yes
2a	2	2	2	6	Medium	No
3	2	3	3	8	High	Yes
4	1	2	1	4	Medium	No
4a	1	2	1	4	Medium	No
5	1	3	3	7	High	Yes
5a	1	3	2	6	Medium	No
6	1	1	1	3	Low	No
7	1	1	1	3	Low	No
8	1	1	1	3	Low	No
9	1	1	1	3	Low	No
10	1	1	1	3	Low	No
11	2	2	1	5	Medium	No
12	2	2	1	5	Medium	No
13	1	1	1	3	Low	No
14	1	1	1	3	Low	No
15	2	3	2	7	High	Yes
16	2	3	2	7	High	Yes
17	2	2	1	5	Medium	No
18	2	2	1	5	Medium	No

<sup>1</sup> Magnitude is based on a numerical system where 1 indicates low, 2 indicates medium and 3 indicates high impact

<sup>2</sup> V = Views

<sup>3</sup> NC = Neighborhood Character

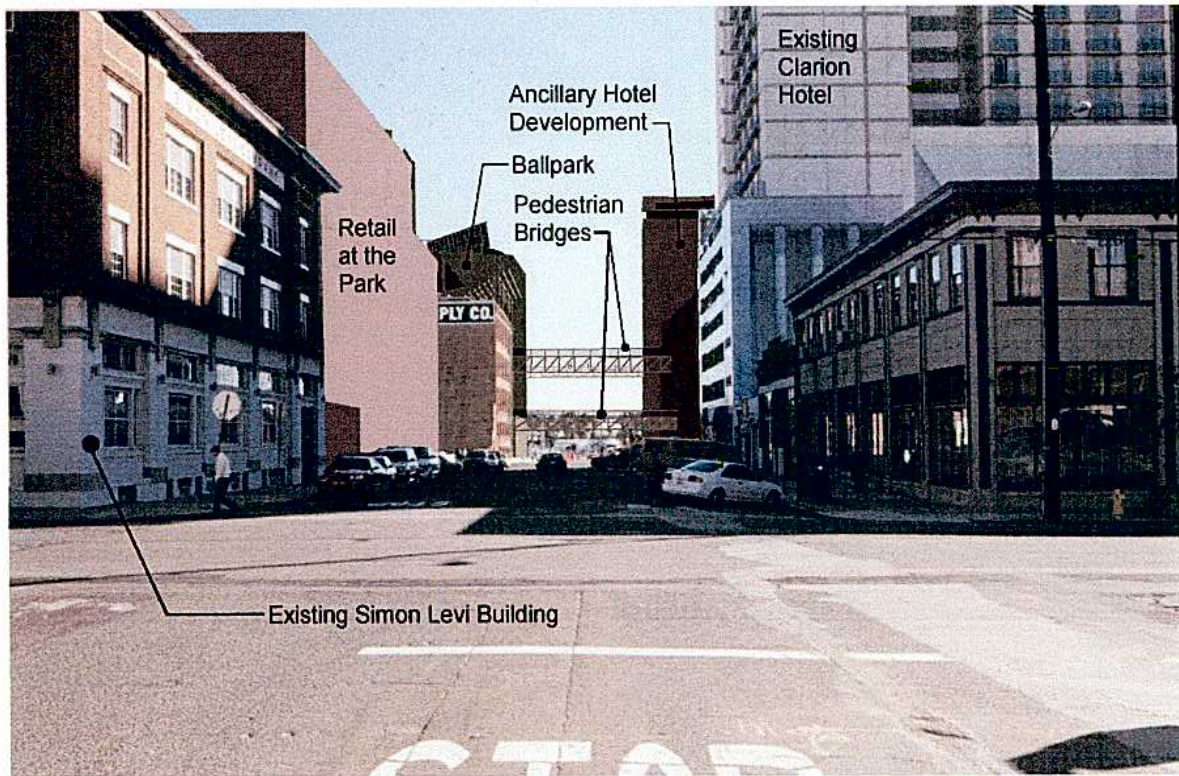
<sup>4</sup> A = Aesthetics

Source: Estrada Land Planning





**Existing Key View 1 – Seventh Avenue and J Street (Looking south from Seventh Avenue)**



**Proposed Key View 1 – Seventh Avenue and J Street**

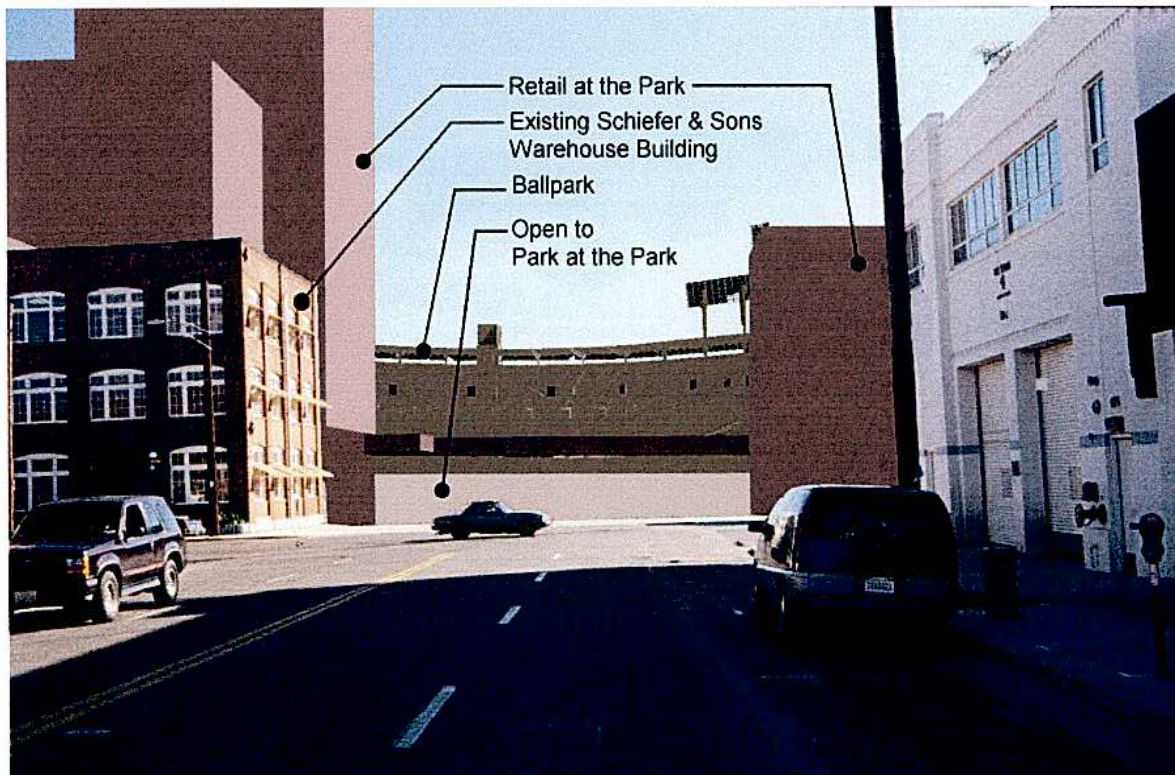
(Note: This simulation is conceptual in nature and is not intended to reflect final color, form and/or materials.)

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**Existing Key View 2 – Eighth Avenue and J Street (Looking south from Eighth Avenue)**



**Proposed Key View 2 - Eighth Avenue and J Street**

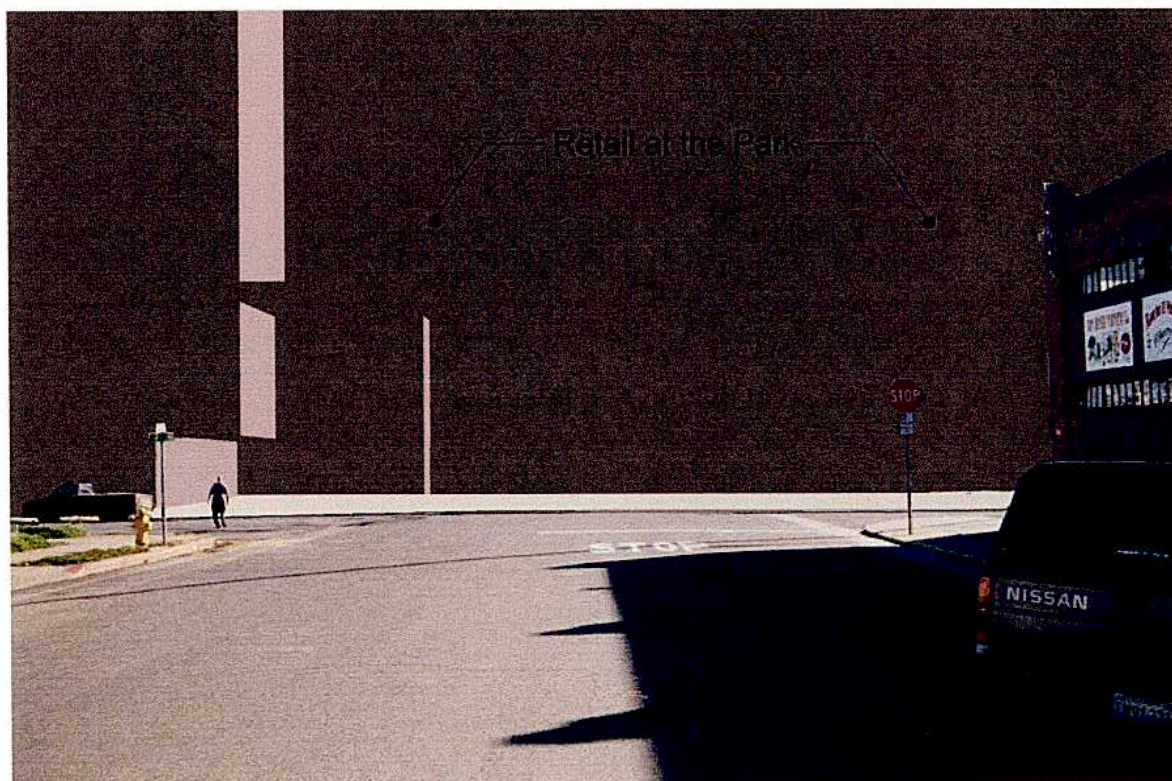
(Note: This simulation is conceptual in nature and is not intended to reflect final color, form and/or materials.)

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**Existing Key View 3 – Ninth Avenue and J Street (Looking south from Ninth Avenue)**



**Proposed Key View 3 – Ninth Avenue and J Street**

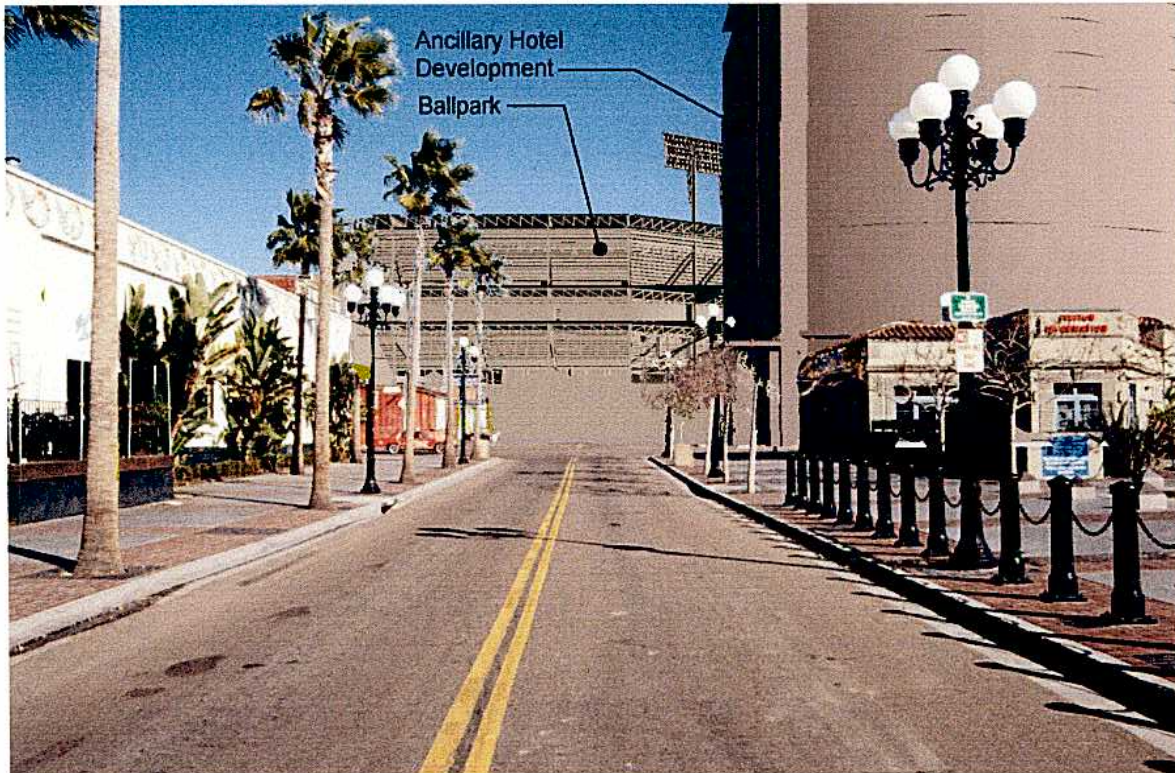
(Note: This simulation is conceptual in nature and is not intended to reflect final color, form and/or materials.)

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**Existing View 5 – L Street and Sixth Avenue (Looking east from L Street)**



**Proposed Key View 5 – L Street and Sixth Avenue**

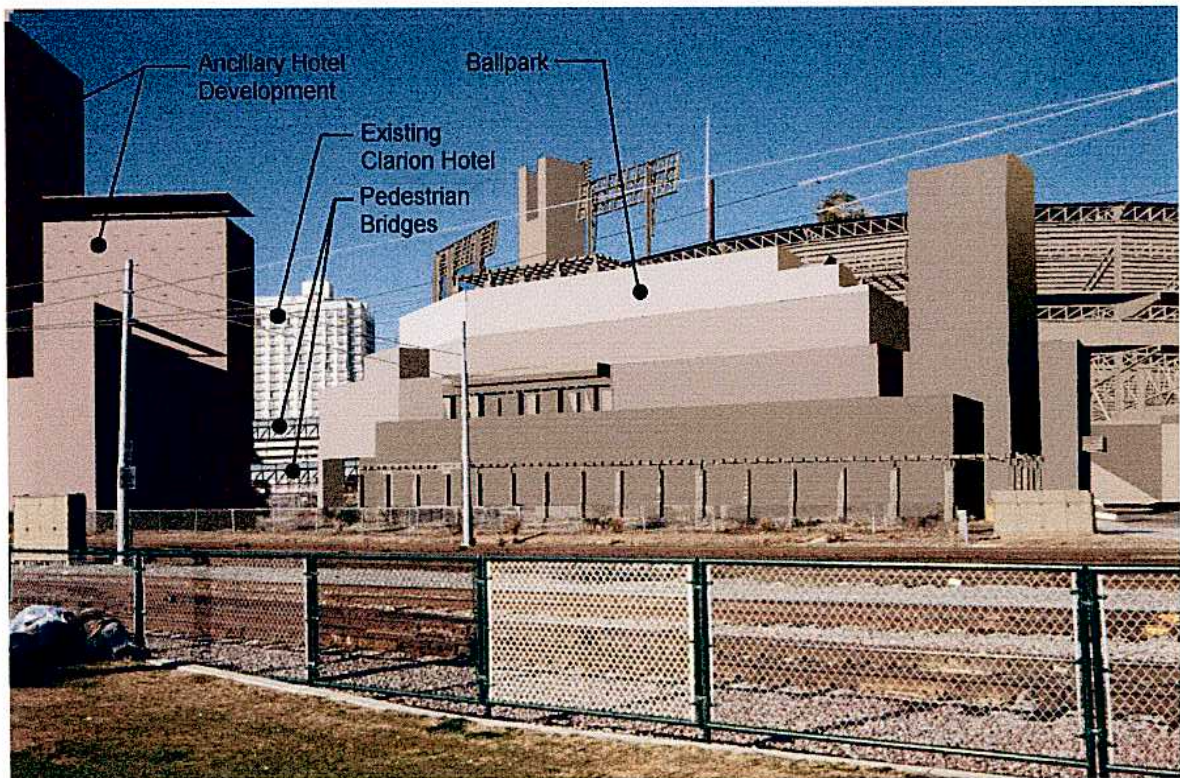
(Note: This simulation is conceptual in nature and is not intended to reflect final color, form and/or materials.)

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**Existing Key View 15 – Martin Luther King Jr. Promenade**  
(Looking northwest from Harbor Drive and Eighth Avenue)



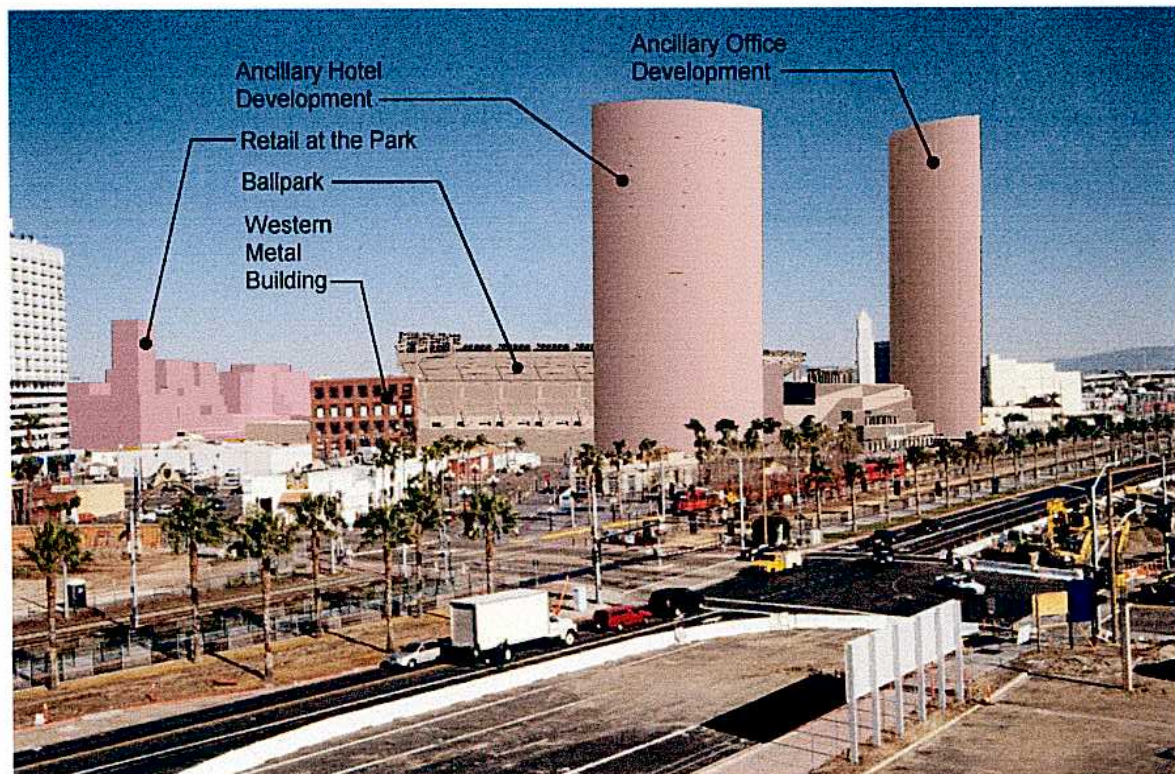
**Proposed Key View 15 – Martin Luther King Jr. Promenade**  
(Note: This simulation is conceptual in nature and is not intended to reflect final color, form and/or materials.)

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**Existing Key View 16 – Convention Center View Deck**  
(Looking east-northeast from the Convention Center View Deck)



**Proposed Key View 16 – Convention Center View Deck**  
(Note: This simulation is conceptual in nature and is not intended to reflect final color, form and/or materials.)

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This key view was determined to have a potentially high impact since Eighth Avenue is a “View Corridor” street. When viewing the existing condition to the south, there is a view of the San Diego-Coronado Bay Bridge. As shown in the simulation, the proposed facilities would block views to the south.

**Significant Key View 3 – Ninth Avenue and J Street.** This view, looking south from the intersection of Ninth Avenue and J Street, would have a foreground view of the proposed Retail at the Park and a background view of the ballpark (Figure 5.4-19). However, unlike key view 2, no openings into the Park at the Park would be provided.

This key view was determined to have a potentially high impact since Ninth Avenue is a “View Corridor” street. When viewing the existing condition to the south there is a distant view of the San Diego-Coronado Bay Bridge.

**Significant Key View 5 – L Street between Fifth and Sixth Avenue.** This view looks east from the Gaslamp Quarter to the west facade of the proposed Ballpark Project, facing Seventh Avenue. This key view was determined to have a potentially high impact as it provides pedestrian linkage to the historic Gaslamp Quarter and Convention Center.

The west facade of the Ballpark Project would dominate the foreground view; no background view would be seen. As illustrated in Figure 5.4-20, the view would be made up of the sandstone or stucco wall that faces out to Seventh Avenue. The view of this wall, as currently designed, would provide for two large openings. One opening would allow street level pedestrians to view the field; the other would serve as the primary entry for staff. Additionally landscaping, metal trellises over the entries and other fenestrations would create visual interest and de-emphasize the scale of this façade.

**Significant Key View 15 – Martin Luther King Jr. Promenade (Harbor Drive and Eighth Avenue).** This view, looking north from the Martin Luther King Jr. Promenade, would have close-range views of the Ballpark Project. This key view was determined to have a potentially high impact since the Ballpark Project would be viewed from a primary open space with a potential for a large number of viewers. The foreground view as illustrated in Figure 5.4-21 would be dominated by the ballpark and the Garden Buildings. The loading docks, that would serve the ballpark, would be located in this elevation of the nearest Garden Building that faces towards the park.

**Significant Key View 16 – Convention Center View Deck.** This view looks east from the view deck of the San Diego Convention Center toward the ballpark and Retail at the Park. This key view was determined to have a potential impact since the majority of the proposed Ballpark Project would be viewed from this elevated public open space area.

## Views

While the Ballpark Project would detract from the visual appearance of views from within the Ballpark Project Area, it would only have a significant view impact on key views 2 and 3.

Views of the San Diego-Coronado Bay Bridge which are currently available within the Ballpark Project Area along Eighth and Ninth Avenues would be blocked by the Retail at the Park and the ballpark. As the San Diego-Coronado Bay Bridge represents a major landmark in the area, the loss of these views is considered significant.

The loss of long-range views from key view 16 to the east from the Convention Center (Figure 5.4-22) would not be considered a significant impact to views. This view is presently made up of single-story warehouses, utility lines and vacant parcels, and not considered of high value. Furthermore, the loss of the view of a few distant high-rise buildings and the mountains further east would not be considered significant due to the relatively low number of people who use the Convention Center viewing deck.

### Neighborhood Character

The current character of the Ballpark and Ancillary Development Projects Area is represented by low one to three-story warehouses, loft-style housing, vacant parcels, surface parking lots and a few historic structures. Thus, the existing neighborhood character is varied with no single feature that defines its character.

The proposed ballpark would represent a substantial change to the character of the Centre City East area. The proposed Ballpark Project would contrast dramatically with the current surrounding neighborhood, mainly in scale, height and bulk. However, the overall impact of the ballpark on the surrounding character would be reduced by the transition effect created by the Retail at the Park and ancillary development.

The proposed building material (sandstone or stucco) for the majority of the ballpark perimeter buildings would be unique to this area. This would provide a distinctive look not previously seen in Centre City East. The Ballpark Project would also incorporate the facade of the Western Metal Building into the design of the facility. Continuation of the brick facade would be provided north of the Western Metal Building (see Figure 5.4-12). Both of these efforts would maintain a portion of the existing neighborhood character and allow a sense of continuity with the nearby buildings in the area.

With the lack of a specific character established by the existing neighborhood, the Ballpark Project may become the development that ultimately defines this portion of Centre City East. In this event, the contrast to the surrounding neighborhood character could actually be seen as a feature that would have a significant positive visual impact. Thus, the Ballpark Project would not have a significant adverse neighborhood character impact.

### Aesthetics

As stated earlier, the evaluation of aesthetic impacts is associated with three subelements: landform, visual appearance and design policy conformance. Each of these, is discussed below.

**Landform.** Impacts related to the landform aspect of aesthetics would not occur due to the absence of significant landforms.

**Visual Appearance.** Several aspects of the Ballpark Project would, or could, have a negative visual appearance. The elements of most concern related to the ballpark are the facades facing Seventh Avenue and the Martin Luther King Jr. Promenade (key views 5 and 15) as well as signage which is proposed around the perimeter of the ballpark and on the roofs of the Retail at the Park. The J Street facade of the Retail at the Park is the other element of the Ballpark Project which could have a negative impact on visual appearance from key view 3.

Due to the design requirements of the ballpark, the Seventh Avenue facade includes a long expanse of street wall. As discussed earlier, the design of this wall would include a view of the field through an opening in the wall as well as other elements of fenestration including a trellis which would reduce the negative visual appearance of the Seventh Avenue facade on key view 5 to below a level of significance. Furthermore, incorporation of the Western Metal Building facade into the Seventh Avenue facade would enhance the visual appearance of this facade.

Similarly, architectural features incorporated into the long of wall along the Martin Luther King Jr. Promenade would reduce visual appearance impacts of this wall on key view 15 to below a level of significance. The wall would function as a wing-wall that would extend out from the Garden Building and is intended to screen the service area for the ballpark. The wall would provide variety to the facade. Vines proposed to cover the wall along with proposed landscaping would further help conceal the service functions of the dock area.

Unlike the ballpark facades, no detailed design plans exist for the J Street facade. Consequently, the potential exists for the ultimate design to include architectural and design elements which would conflict with the character of the surrounding area and create a significant negative visual appearance on key view 2.

A variety of signage would be associated with the proposed ballpark. Large advertising panels proposed around the perimeter of the ballpark are of particular concern. Images on large advertising panels on the roofs of the ballpark and the Retail at the Park would detract from the visual appearance of the area. Additionally, the superstructure of large advertising panels facing into the ballpark may also detract from the visual appearance of the area. Ballpark signage would represent a significant visual appearance impact.

**Design Policy Conformance.** The Ballpark Project would conflict with design policies and criteria established in the Community Plan and PDO. As discussed in Section 5.1, the Ballpark Project is not currently allowed under the land use regulations of the Centre City Community Plan and PDO. However, in addition to this inherent land use conflict, the design aspects of the Ballpark Project would conflict with many of the design criteria established by the Community Plan and PDO. Although the proposed Plan Amendments would technically eliminate this conflict, the design would still conflict with some basic design principles for downtown development as discussed below.

Overall Design Goals. As discussed with respect to key view impacts, the proposed Ballpark Project would not interfere with the overall design goal of protecting views of the bay but would block views of the San Diego-Coronado Bay Bridge (key views 2 and 3).

The proposed Park Boulevard would include extensive street tree planting along the edge of the right of way as well as the median. The sidewalks and plaza areas around the ballpark would also be landscaped. Thus, the Ballpark Project would meet the goals of enhancing principal streets.

The goal of district-by-district planning would be achieved as the Ballpark Project and surrounding ancillary development are being designed concurrently by an overall developer. This would allow for the development of an integrated plan for the Ballpark and Ancillary Development Projects Area.

Building Bulk. The ballpark would not follow the height setbacks as established in the building bulk guidelines. However, the ballpark would not constitute the typical building type for which the setbacks were intended. In addition, the varied heights and rooflines of the Garden Buildings, incorporation of the Western Metal Building facade, the tower elements, the open quality of the ballpark design, and the ultimate design of the Retail at the Park would provide the visual interest and variation to the overall design which would meet the basic intent of the building bulk design standards. While the design elements of the Ballpark Project would avoid an adverse visual appearance, the Ballpark Project would, nevertheless, conflict with existing building bulk criteria resulting in a significant impact with respect to design policies and guidelines.

The Ballpark Project would not meet the north-south dimension limits established for the sun access zone. However, as indicated in Section 5.1, the proposed elimination of the Sun Access criteria within the area of the Proposed Activities would not constitute a significant impact. Thus, the potential conflict with the building orientation criteria established for the sun access zone would not be significant.

Street Level Development Standards. As illustrated in Figures 5.4-12 and 13, the ballpark elevations that face Seventh Avenue and the Martin Luther King Jr. Promenade would not meet the street level development standards established in the PDO (key views 5 and 15). Deviations would be related to the first-story street wall windows and entries, maximum total blank wall length and pedestrian entry requirements. Therefore, the elevations would represent a significant conflict with existing design policies and guidelines.

Street Level Views. The proposed Ballpark Project would be built across Eighth and Ninth Avenues effectively eliminating any role for these streets as a view corridor in the Ballpark and Ancillary Development Projects Area and blocking views of the San Diego-Coronado Bay Bridge (key views 2 and 3). While Park Boulevard would create a new view opportunity, the loss of views of the San Diego-Coronado Bay Bridge down Eighth and Ninth Avenues would represent a significant conflict with the street level view goals of the Community Plan.



Landscaping. The Ballpark Project landscape plan would vary from the current Centre City Streetscape Manual by proposing different street trees than the manual requires for some of the streets south of Market Street. However, the Ballpark Project would still provide for extensive streetscape planting and plaza areas that face the public right-of-way. These improvements would provide the visual interest and improve the area's visual quality, which is the goal of the Streetscape Manual. Thus, these deviations from the Streetscape Manual are not considered significant.

Signs. The signage proposed on the ballpark and on the roofs of the Retail at the Park buildings would conflict with the sign standards of the Community Plan and PDO. As required by these two documents, signs are to be located no higher than 65 feet above the sidewalk. As the advertising panels that face out to public areas would be up to 160 feet from the street level, the ballpark signage would conflict with the sign goals of the Community Plan and PDO. This would represent a significant design policy impact.

Ballpark Field Lighting Glow. Although not specifically discussed in the Community Plan and PDO development regulations, nighttime visual impacts from the ballpark lighting would occur. As indicated in Section 5.6, field lighting would create localized spill light pollution that would impact light-sensitive activities, such as sleeping, within a four-block area. In addition, the ballpark lighting would create a nighttime glow in the sky that would detract from long-range views of the Ballpark Project Area from surrounding vantage points.

Although the ballpark would be equipped with light shields and other measures to reduce spill light, the light on the playing field and other surfaces within the ballpark would be reflected up into the sky. The resultant glow would be visible from surrounding residential neighborhoods. Although the immediate Ballpark and Ancillary Development Projects Area is currently relatively unlit, the downtown area does contain a number of lighting sources which are already visible from surrounding areas including several building which have illuminated facades. While this glow from the ballpark would be noticeable, it would not constitute a significant visual impact on affected views.

#### **5.4.3.2 Ancillary Development Projects**

In order to achieve the intensity of development needed to achieve the tax-increment and transit occupancy tax financing goals, buildings, in particular hotel and office buildings, would include a number of mid and high rise structures in the Ancillary Development Projects Area. The representation of the ancillary development on the photographic simulations in Figures 5.4-17 through 5.4-22 include conceptual designs of the possible hotel and office development in order to assist in the assessment of potential impacts. However, the ultimate appearance and location of these uses may vary from the concepts presented in the simulations.

#### Views

The ancillary development would be visible from most of the 21 key views. The ancillary development in most of the distant views could block minor portions of the views to the proposed ballpark, San Diego Bay, Pacific Ocean, Coronado, San Diego-Coronado Bay Bridge and Point Loma. The ancillary development, in particular the office and hotel towers, could block short-range views in the general area around the Ancillary Development Projects Area. Most notably, pedestrian bridges connecting future ancillary development with the ballpark over Seventh Avenue would impact the view along Seventh Avenue (key view 1). As illustrated in Figures 5.4-17, these bridges would interfere with views of the San Diego-Coronado Bay Bridge which would be considered a significant view impact.

### Neighborhood Character

The ancillary development would present a substantial change to this section of Centre City East. Ancillary developments could contrast significantly with the existing neighborhood in scale, height and bulk. However, this contrast would not necessarily represent a negative impact. The current area is made up of a mixture of low warehouse, loft development, vacant parcels and surface parking lots. In general, the existing viewshed or visual quality of the area would be considered low and the new ancillary development would improve the visual quality of the site and therefore, would not represent a significant visual impact.

### Aesthetics

**Landform.** As with the Ballpark Project, the ancillary development would not substantially alter the natural landform as the site is relatively flat. Therefore, no significant landform impacts would occur.

**Visual Appearance.** Architecture and site design associated with future ancillary development could impact the visual appearance of the area in which the development would be located. However, given the variety of architecture and building types found in the surrounding area and the design review process contained in the Community Plan and PDO, potential impacts would not be expected to be significant.

**Design Policy Conformance.** As with the Ballpark Project, localized design policy conflicts could occur if the ancillary development doesn't provide sensitive street level treatments (e.g., street walls). Also, as with the Ballpark Project, the intensity requirements of the ancillary development would likely conflict with the building bulk criteria contained in the existing Community Plan and PDO.

The proposed ancillary development would not provide for the View Corridor "stepbacks" on Seventh Avenue as defined in the Centre City Community Plan. However, the impact of the ancillary development on views, with the exception of pedestrian bridges across Seventh Avenue (key view 1), would be insignificant.

Ancillary development along the future Park Boulevard would include the same street tree planting as the ballpark and would meet all other landscape requirements established by the Centre City Streetscape Manual. Thus, ancillary development would meet the goal of enhancing major thoroughfares and would not create a significant impact.

Building Bulk. Future ancillary developments may conflict with the current building bulk criteria contained in the Community Plan and PDO; however, design review would reduce the potential building bulk issues.

The absence of multi-faceted tops to the buildings in the Ancillary Development Projects Area would eliminate the possibility that these buildings would add visual interest to the downtown skyline. However, it is anticipated that only two or three high rise buildings would be constructed in the Ancillary Development Projects Area. This deviation from the “upper tower articulation” for so few buildings would not represent a significant visual impact.

As with the Ballpark Project, adherence to the north-south building dimension within the sun access zone would not be critical. Therefore, any departure from this standard would not be considered significant.

Street Level Development Standards. Future ancillary development may conflict with the principals established with these standards. As a result, street levels of buildings may not be pedestrian-friendly. Thus, significant impacts with respect to design standards could occur with the Ancillary Development Projects.

Street Level Views. Future development may not meet the stepback standards established by the Community Plan and PDO. As discussed earlier, pedestrian bridges over Seventh Avenue (key view 1) would likely block existing views of the San Diego-Coronado Bay Bridge and, thus, have a significant impact on street level view. Furthermore, pedestrian bridges are only allowed in the Community Plan and PDO when necessary to provide for the safe movement of pedestrians where no feasible alternative exists to protect those movements. Thus, unless it can be proven that the pedestrian bridges are necessary for safety reasons, the pedestrian bridges would not be allowed under the current Community Plan and PDO.

Landscaping. Ancillary development would be required to comply with the Centre City Streetscape Manual. Therefore, no significant visual impacts would be expected.

Signs. Ancillary development signage would be required to comply with the City-wide sign ordinance requirements as well as specific requirements contained in the Community Plan and PDO. Therefore, no significant visual impacts are expected due to signage.

### **5.4.3.3 Plan Amendments**

As the proposed Plan Amendments would allow for the proposed Ballpark Project and remove a series of guidelines intended to promote the appearance and design of buildings, the Plan Amendments would result in significant impacts related to views and aesthetics. Impacts to

views would result from the closure of Eighth and Ninth Avenues and the resulting view blockage which would occur. The elimination of street level development standards could conflict with design guidelines by allowing buildings which may not be pedestrian-friendly.

#### **5.4.4 Mitigation Measures**

Reduction of the aesthetic/visual quality impacts associated with the Ballpark and Ancillary Development Projects would be achieved through the following measures.

##### **5.4.4.1 Ballpark Project**

###### MEIR Mitigation Measures

No specific mitigation measures for aesthetics/visual quality impacts were outlined in the MEIR.

###### Activity-Specific Mitigation Measures

***Mitigation Measure 5.4-1:*** Prior to issuance of a development permit for the Retail at the Park, street facade elevations shall be reviewed and approved by the CCDC Board of Directors to assure conformity with the guidelines established in the Centre City PDO for the J Street Corridor and Sixth/Seventh Avenues Transition Zone as well as against the following general design ~~criteria to assure that adequate design features have been incorporated.~~

- Modulate facades with bays that recall traditional parcel and building dimensions.
- Define bays by changes in the rhythmic pattern of openings, architectural features, materials and colors.
- Articulate major entrances, corners of buildings and street corners.
- Use transparent glass in eye-level entries and windows.
- Minimize the length of blank walls. Provide architectural detailing, ornamentation, or art work where blank walls cannot be avoided.

***Mitigation Measure 5.4-2:*** Prior to issuance of a development permit for the Ballpark Project, the signage shall comply with the City's Sign Ordinance (Division 11 of the San Diego Municipal Code) through: (1) conformance with the standards of the ordinance, (2) preparation of a comprehensive sign plan or (3) creation of a special sign district in accordance with the City's Sign Ordinance.

##### **5.4.4.2 Ancillary Development Projects**

###### MEIR Mitigation Measures

No specific mitigation measures for aesthetic/visual quality impacts were outlined in the MEIR.

### Activity-Specific Mitigation Measures

**Mitigation Measure 5.4-3:** Prior to issuance of a development permit, building elevations for each ancillary development shall be reviewed and approved by the CCDC Board of Directors to assure conformity with the guidelines established in the Centre City PDO for the J Street Corridor and Sixth/Seventh Avenues Transition Zone as well as ~~against~~ the following general design criteria to assure that adequate design features have been incorporated.

- Modulate facades with bays that recall traditional parcel and building dimensions.
- Define bays by changes in the rhythmic pattern of openings, architectural features, materials and colors.
- Articulate major entrances, corners of buildings and street corners.
- Use transparent glass in eye-level entries and windows.
- Minimize the length of blank walls. Provide architectural detailing, ornamentation, or art work where blank walls cannot be avoided.

#### **5.4.4.3 Plan Amendments**

No mitigation measures beyond those identified for the Ballpark and Ancillary Development Projects would be required.

### **5.4.5 Significance of Impacts after Mitigation**

#### **5.4.5.1 Ballpark Project**

##### Views

The Ballpark Project would preclude views of the San Diego-Coronado Bay Bridge down Eighth and Ninth Avenues by closing these streets through the Ballpark Project Area and constructing the ballpark and Retail at the Park over their right of ways. Mitigation of this impact would require these streets remain open which would not permit the construction of the Ballpark Project. Thus, the impacts on views would be significant and unmitigated.

##### Aesthetics (Visual Appearance)

The final architectural and site plans for the Retail at the Park facade along J Street could result in a significant impact on the visual appearance. However, design review required by Mitigation Measure 5.4-~~12~~ would reduce the potential impact to below a level of significance.

Advertising panels around the perimeter of the ballpark and Retail at the Park would significantly impact the visual appearance from the surrounding area. Elimination or reducing the number of these signs would reduce these impacts but is not proposed because of the adverse consequences on advertising revenues for the ballpark. Consequently, the visual appearance impact of ballpark signage would be significant and unmitigated.

##### Aesthetics (Design Policy Conformance)

Although the street walls associated with the Seventh Avenue and Martin Luther King Jr. Promenade facades would not have significant visual appearance impact, they would conflict with the street level development standards of the Community Plan and PDO. Meeting those standards would require a design which would not meet the basic design requirements of the ballpark. Furthermore, adoption of the proposed amendments to the Community Plan and PDO to remove these criteria from the Ballpark Project Area would avoid this conflict.

The proposed ballpark signs would not conform to the placement limitations of the Community Plan and PDO. Adoption of the proposed amendments to remove these criteria within the Ballpark Project Area would avoid this conflict.

#### **5.4.5.2 Ancillary Development Projects**

##### Views

Future pedestrian bridges connecting ancillary development to the ballpark over Seventh Avenue would significantly impact views of the San Diego-Coronado Bay Bridge. As these pedestrian bridges must be high enough to allow for traffic flow on Seventh Avenue and connection to specific levels of future ancillary development, their vertical location will most likely coincide with the view of the San Diego-Coronado Bay Bridge. Consequently, the view blockage would be significant and unmitigated.

##### Aesthetics (Visual Appearance)

The final architectural and site plans for the various ancillary developments could result in a significant impact on the visual appearance. However, design review required by Mitigation Measure 5.4-3 would reduce the potential impact to below a level of significance.

##### Aesthetics: (Design Policy Conformance)

Street levels of future ancillary development buildings may not meet the standards established by the Community Plan and PDO. However, amending the Community Plan and PDO to remove street level development standards within the Primary Plan Amendment Area would avoid this conflict.

#### **5.4.5.3 Plan Amendments**

##### Views

As discussed earlier, the significant impacts on views from elimination of Eighth and Ninth Avenues would have a significant, unmitigated impact on views.

##### Aesthetics (Design Policy Conformance)

The design policy conflicts with the Ballpark and Ancillary Development Projects would be reduced to below a level of significance through adoption of the proposed amendments because the conflicting policies would no longer apply to these activities.

#### **5.4.6 Relationship To The MEIR**

The MEIR concludes that implementation of the Redevelopment Project would not result in significant impacts to aesthetics/visual quality. As discussed above, significant aesthetics/visual quality impacts associated with the Ballpark and Ancillary Development Projects are identified in this SEIR. Thus, the approval of the proposed Plan Amendments would require that the MEIR conclusions relative to the potential for significant aesthetics/visual quality impacts (under the MEIR issue area “Urban Design”) be revised to add the new significant aesthetics/visual quality impacts associated with the Ballpark and Ancillary Development Projects identified above.

The approval of the proposed Plan Amendments would change the MEIR conclusion that no mitigation measures to reduce aesthetics/visual quality impacts are required. Development associated with the Ballpark and Ancillary Development Projects would require that activity-specific measures (Mitigation Measures 5.4-1 through 5.4-3) be implemented to mitigate aesthetics/visual quality impacts.

The approval of the proposed Plan Amendments would require that the MEIR Findings be revised to state that aesthetics/visual quality impacts are significant and that not all of these impacts can be mitigated to below a level of significance due to the impact of the Proposed Activities on views and visual impacts associated with ballpark signage.

## 5.5 NOISE

The following discussion summarizes the noise study for the Proposed Activities prepared by Giroux and Associates; May 5, 1999. The complete report is contained in Appendix D of the technical appendices.

### 5.5.1 Existing Conditions

#### 5.5.1.1 Noise Descriptors and Thresholds

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is generally defined as unwanted sound. The sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The unit of measurement of sound pressure level is the decibel (dB). Because hearing sensitivity covers a wide threshold of sound strength, the decibel scale is a logarithmic progression where each 10 dB increase is related to a ten-fold change in sound level pressure. The decibel scale is thus similar to the Richter Scale for earthquakes. A noise level of 60 dB can be considered a "magnitude 6.0", 70 dB is a "7.0", and 80 dB is an "8.0", etc. Since the human ear is not equally sensitive to all sound frequencies within the entire spectrum, noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called "A-weighting", written as dB(A). In this SEIR, all noise levels discussed are A-weighted, and the symbol dB is used.

Average noise levels over a period of minutes or hours are usually expressed as dB  $L_{eq}$ , or the equivalent noise level for that period of time. Noise standards for land use compatibility are addressed in the Transportation Element of the *Progress Guide and General Plan* of the City of San Diego, and are stated in terms of the Community Noise Equivalent Level (CNEL), which is a 24-hour weighted average measure of community noise. The computation of CNEL adds five dB to the average hourly noise levels between 7:00 p.m. and 10:00 p.m. (the evening hours), and ten dB to the average hourly noise levels between 10:00 p.m. and 7:00 a.m. (the nighttime hours). This weighting accounts for the increased human sensitivity to noise in the evening and nighttime hours.

#### 5.5.1.2 Noise Regulations and Policies

An interior CNEL of 45 dB(A) is mandated for multiple family dwellings, and is considered a desirable noise exposure for single family dwelling units as well. Average noise attenuation within residential structures is about 10 - 20 dB, depending on whether windows are open or closed. An exterior noise exposure of 65 dB CNEL is typically the design exterior noise exposure for new residential dwellings, schools, or other noise-sensitive land uses in California because the 45 dB CNEL can be met without any unusual structural upgrades. A level of 65 dB is also the threshold where normal conversation is impeded by ambient noise. In new project development review for residential and other noise sensitive uses, the City of San Diego requires a noise study for meeting interior standards if the exterior exceeds 60 dB CNEL (15 dB of structural attenuation), but would approve such uses with exterior environments mitigated to 65 dB CNEL if the 45 dB CNEL interior can also be demonstrated to be met. Since commercial or industrial uses are not occupied on a 24-



hour basis, a less stringent noise/land use compatibility criterion is generally specified for these less noise sensitive land uses such as a ballpark and ancillary developments (except for hotels/motels).

The City of San Diego has developed a matrix of noise exposures that would be considered compatible with various types of development. The types of uses proposed within the Ballpark and Ancillary Development Projects Area and their applicable noise standards are shown in Figure 5.5-1. All land uses are considered incompatible with noise levels in excess of 75 dB CNEL. Components of the Ballpark and Ancillary Development Projects would be considered compatible with the following noise levels:

Amphitheater	60 dB CNEL
Hotels	65 dB CNEL
Office Buildings	65 dB CNEL
Outdoor Spectator Sports	75 dB CNEL
Retail, Restaurants, etc.	75 dB CNEL

The CNEL metric generally is used as a land-use decision guideline in approving a given type of land use within an existing or predicted future noise environment. It is most often applied to noise exposures from vehicular traffic, trains or other sources whose control is pre-empted by state or federal agencies. A non-mobile noise source such as a ballpark would be regulated by the City's Noise Ordinance. The Noise Ordinance contains a number of sections applicable to construction and operation of the proposed Ballpark and Ancillary Development Projects. The Noise Ordinance contains a general provision against creating a noise nuisance, and also provides a series of noise performance standards that govern the level of noise that one use may impose upon an adjacent use. For fixed source and/or operational sources, sound levels are measured at the property line of the noise source. The sound level limit at the boundary of two zoning districts is the arithmetic mean of the two adjoining districts. However, any firework displays authorized by permit from the Fire Department are exempt from these limits. The limits based on time of day and land use zone are provided in Table 5.5-1.

In addition to numerical limits on allowable noise levels, the ordinance contains specific activities that constitutes prima facie evidence of ~~are determined to be~~ a violation of the ordinance. The most critical of these, prohibition relative to the operation of a ballpark or its periodic use for other assembly, is in Section 59.5.0502 AB2 which states:

The operation of any loudspeaker... between the hours of 10:00 p.m. and 8:00 a.m. in such a manner as to be plainly audible at a distance of 50 feet from the building... (in any residential or public area) ... in which it is located shall be prima facie evidence of a violation of (the City Noise Ordinance).

Land Use	Annual Community Noise Equivalent Level in Decibels					
	50	55	60	65	70	75
1. Outdoor Amphitheaters (may be suitable for certain types of music)						
2. Schools, Libraries						
3. Nature Preserves, Wildlife Preserves						
4. Residential--Single Family, Multi-Family, Mobile Homes, Transient Housing						
5. Retirement Home, Intermediate Care Facilities, Convalescent Homes						
6. Hospitals						
7. Parks, Playgrounds						
8. Office Buildings, Business and Professional						
9. Auditoriums, Concert Halls, Indoor Arenas, Churches						
10. Riding Stables, Water Recreation Facilities						
11. Outdoor Spectator Sports, Golf Courses						
12. Livestock Farming, Animal Breeding						
13. Commercial-Retail, Shopping Centers, Restaurants, Movie Theaters						
14. Commercial-Wholesale, Industrial Manufacturing, Utilities						
15. Agriculture (except Livestock), Extractive Industry, Farming						
16. Cemeteries						



**COMPATIBLE**

*The average noise level is such that indoor and outdoor activities associated with the land use may be carried out with essentially no interference from noise.*



**INCOMPATIBLE**

*The average noise level is so severe that construction costs to make the indoor environment acceptable for performance of activities would probably be prohibitive. The outdoor environment would be intolerable for outdoor activities associated with the land use.*

Source: San Diego Progress Guide and General Plan (Transportation Element)

**TABLE 5.5-1**  
**City of San Diego Noise Ordinance Limits**

Land Use Zone	Maximum Noise Level (dBA L <sub>eq</sub> )		
	7 a.m. - 7 p.m.	7 p.m. - 10 p.m.	10 p.m. - 7 a.m.
R-1	50	45	40
R-2	55	50	45
Other Residential	60	55	50
All Commercial	65	60	60
Manufacturing and Industrial	75	75	75

Source: Hans Giroux & Associates, 1999

~~The same criterion applies to musical instruments and sound amplifiers. If, however, the San Diego Padres or any non-baseball users of the new ballpark are duly authorized by the City of San Diego to operate loudspeakers or other sound amplification devices after 10:00 p.m., then the provisions of this section of the ordinance would not apply.~~

~~Regardless of any specific authorization by the City to create noise from voice or music amplification after 10:00 p.m.,~~ The ordinance makes it unlawful to make ~~still forbids making~~ noise which "causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area." Although nuisance is a subjective finding, there is no provision in the ordinance which considers whether a given land use preceded or followed development of another. Residential uses, whether existing or future, are to be protected from exposure to nuisance levels of noise.

Although construction noise is specifically exempt from the numerical noise standards in the municipal noise ordinance, grading/construction permits are allowed only during hours of lesser sensitivity. Weekday hours from 7:00 a.m. to 7:00 p.m. are the allowed times for construction activities.

### **5.5.1.3 Ambient Noise Levels**

Existing noise levels at the proposed ballpark site and its surrounding environs derive from a variety of sources. Vehicular traffic noise on vicinity roadways of the Ballpark and Ancillary Development Projects Area is most noticeable. Other sources observed during site visits included train/trolley movements on MTDB and/or Santa Fe tracks, motors and other mechanical equipment in warehouse or maintenance buildings, pedestrian conversation, helicopter and distant aircraft landings and take-offs, and buzzing street lights and power lines. While numerous activities are audible, the most common noise characteristic of the vicinity of the Ballpark and Ancillary Development Projects Area is that it is relatively quiet, particularly in the evening. Individual noise events thus seem more perceptible even if their cumulative contribution to the overall ambient noise level is limited.

To determine the background noise level, a test was conducted on January 18, 1999. Figure 5.5-2 indicates the locations where noise measurements were taken. Noise levels were measured at six locations within the 7:00 p.m. to 10:00 p.m. time period. Noise levels at sites 1 and 2 ranged between 51 and 55 dB  $L_{eq}$ . Noise levels at sites 3, 4, 5 and 6 all exhibited levels which exceeded 60 dB  $L_{eq}$ ; levels ranged from 53 to 65 dB  $L_{eq}$ . The highest level (65 dB  $L_{eq}$ ) was associated with site 6. Please refer to Appendix D, Table 1 for the specific measurements recorded at the six monitoring locations.

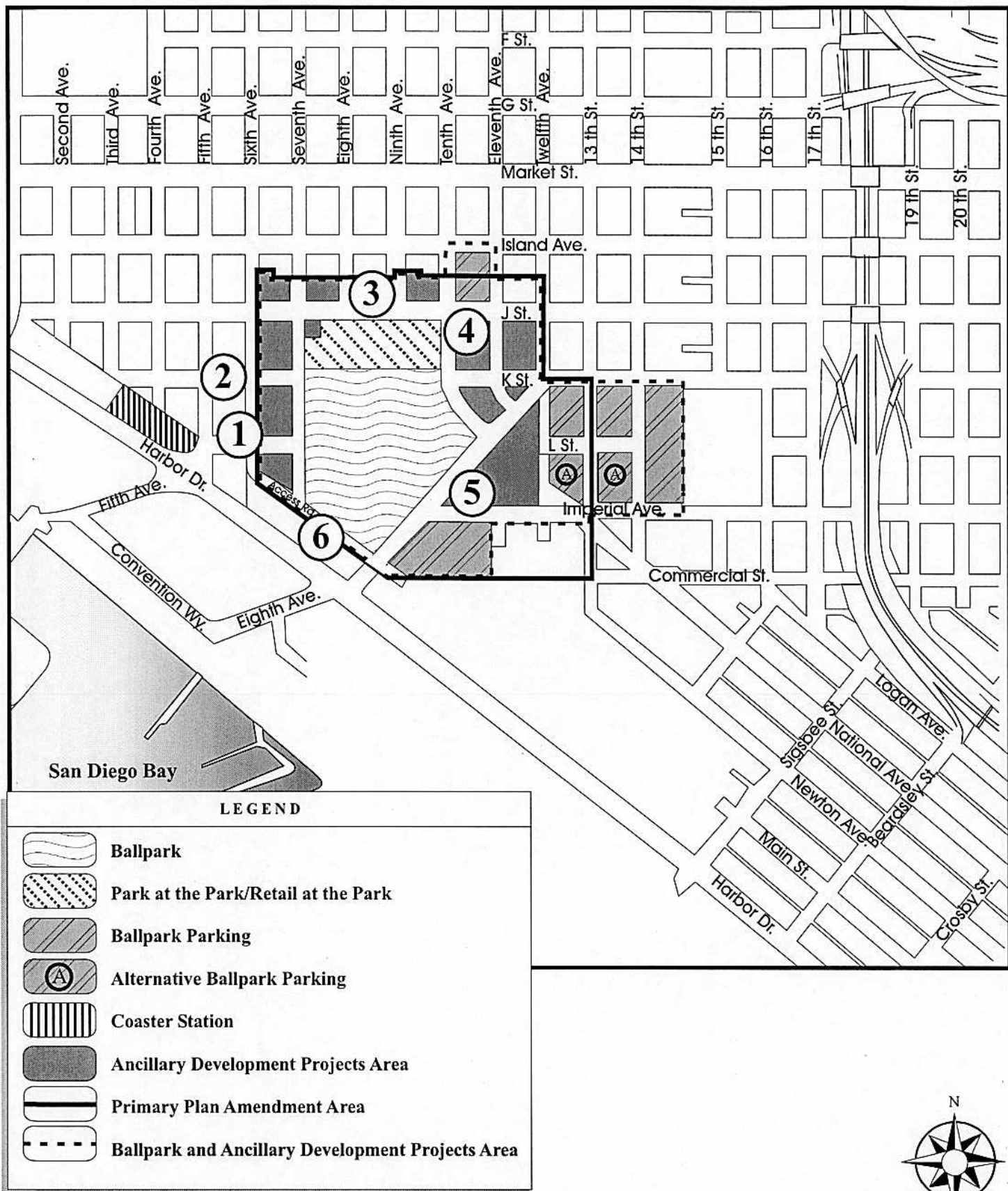
Based on the monitoring data collected on January 18, 1999, existing noise levels can be characterized as generally low and declining slowly throughout the evening. Background levels declined throughout the evening hours at all locations except Site 6 near the railroad tracks where an idling train engine was loudly audible late in the evening. Some  $L_{eq}$  readings were elevated due to single events (buses, motorcycles, helicopters, etc.) rather than due to steady-state conditions.

Monitoring experience has shown that evening short-term  $L_{eq}$  are perhaps 2 - 3 dB less than weighted 24-hour CNELs. CNEL levels on the sidewalks within the Ballpark and Ancillary Development Projects Area are thus around 60 dB, and decrease substantially away from the edge of each roadway. Except in very local circumstances, existing baseline noise levels well below 60 dB in the vicinity of the Ballpark and Ancillary Development Projects are compatible with the most stringent City noise guidelines for residential and other noise-sensitive land uses. The absence of masking benefits of an elevated noise baseline would make the Ballpark and Ancillary Development Projects environs more sensitive to the intrusion of additional noise than if the Ballpark and Ancillary Development Projects were constructed in an area of higher baseline noise levels. Given that ballparks are considered compatible with noise environments up to 75 dB CNEL, noise is clearly no constraint to siting proposed facilities within the Ballpark and Ancillary Development Projects Area.

#### **5.5.1.4 Noise-Sensitive Receptors**

The most sensitive uses include outdoor amphitheaters, schools, libraries, nature preserves, residences and hotels, retirement/convalescent centers, hospitals, and parks and playgrounds. Moderately sensitive uses include offices, auditoriums/concert halls, and churches.

The vicinity of the Ballpark and Ancillary Development Projects Area has a limited number of such sensitive receptor locations. There are a variety of work/lofts, residential apartments, hotels and homeless shelters within the two blocks immediately adjacent to the Primary Plan Amendment Area. These uses are concentrated to the north and east. Occupant transiency may change the number of units or persons potentially affected by the implementation of the Ballpark and Ancillary Development Projects. The closest transient residential occupancies occur at the Clarion Hotel.



Source: Hans Giroux

Noise Measurement Locations

Figure 5.5-2

A few non-residential uses in the "moderately noise-sensitive" category exist near the Ballpark and Ancillary Development Projects Area. The Sushi Performance Gallery within the ReinCarnation project may present indoor performances that could be affected by excessive outdoor noise. The Convention Center is possibly on the outer edges of the noise envelope for the Ballpark and Ancillary Development Projects, but background traffic and train noise would likely mask any noise increment related to the Ballpark and Ancillary Development Projects.

### 5.5.2 Significance Criteria

For the purposes of this SEIR, impacts to noise would be significant:

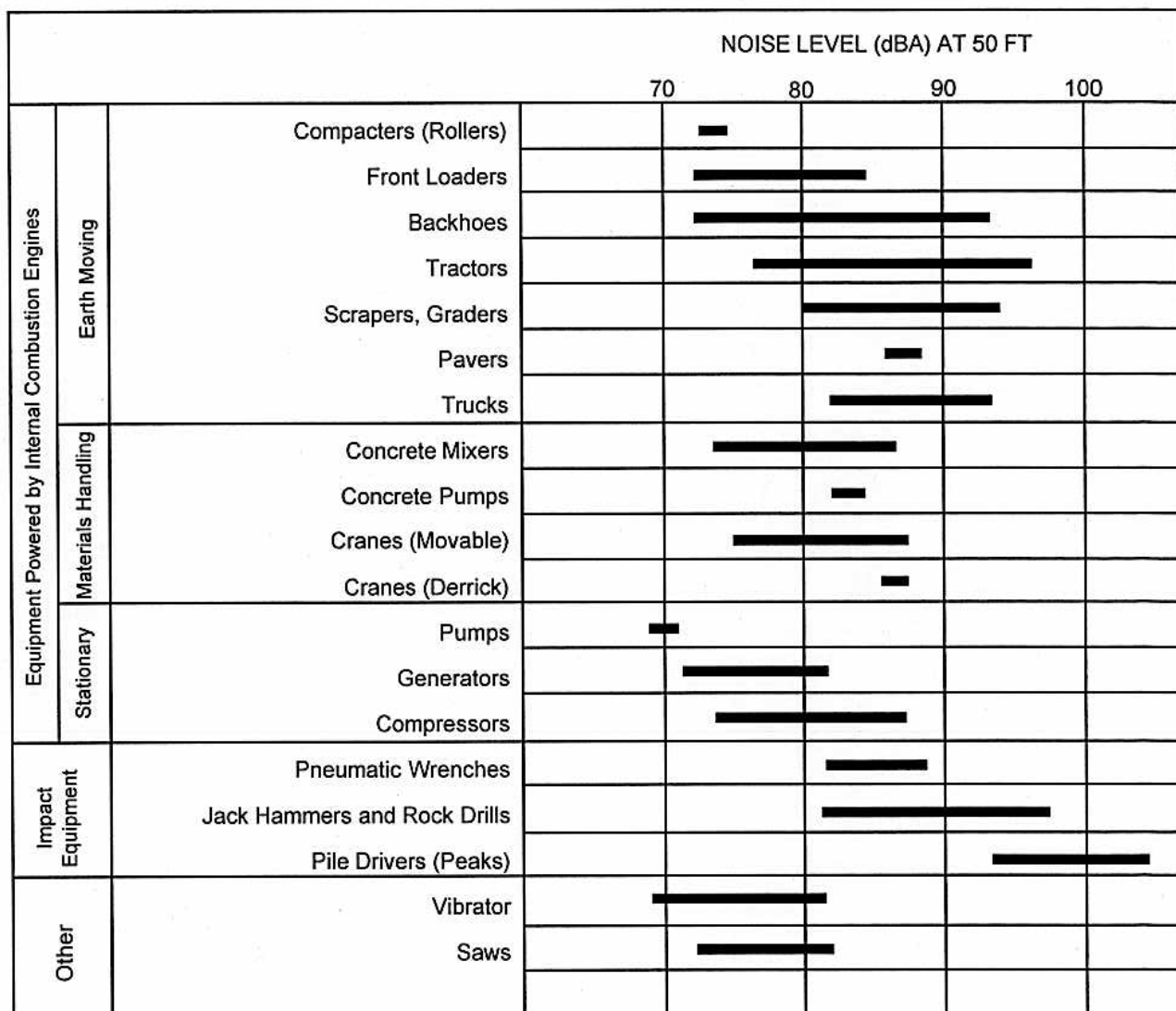
- If the Proposed Activities, which are regulated by the noise ordinance, expose persons to or generate noise levels in excess of standards established in the noise ordinance; or
- If the Proposed Activities, which are not regulated by the noise ordinance, increase chronic noise levels by 3 dB or more above the standards of the noise ordinance.
- ☐ ~~Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;~~
- ☐ ~~Increase chronic noise levels by 3 dB or more; or~~
- ~~Cause a temporary noise increase of 10 dB or more.~~

### 5.5.3 Environmental Impacts

#### 5.5.3.1 Ballpark Project

Temporary construction noise impacts from construction of the Ballpark Project would vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts would tend to occur in discrete phases dominated initially by large earth-moving sources, then by foundation and parking lot construction, and finally for finish construction. Except for impulsive sources such as pile drivers, the large earth-moving sources would be the noisiest with equipment noise typically ranging from 75 to 90 dB at 50 feet from the source. Pile drivers may have noise levels exceeding 100 dB at a 50-foot reference distance with peak noises nearing 110 dB at the moment of impact. Figure 5.5-3 shows the typical noise emissions associated with specific construction equipment.

Point sources of noise emissions are atmospherically attenuated by a factor of six dB per doubling of distance through geometrical spreading. The quieter construction noise sources would, thus, drop to a 60 dB noise level by about 400 feet from the source while the loudest could require over 1,000 feet from the source to reduce the 90+ dB source strength to a 60 dB level in normally found near the Ballpark Project Area. Pile driving noise could experience averages near 75 dB and peaks near 85 dB even as far away as 1,000 feet.



Source: EPA PB 206717, Environmental Protection Agency, December 31, 1971, "Noise from Construction Equipment & Operations"

Typical Construction

Equipment Noise Generation Levels

Figure 5.5-3

During later phases of Ballpark construction, breaks in the direct line of sight from source to receiver would be created by the erection of the stands that would establish a bowl to focus noise upward instead of outward. If ancillary development occurs simultaneously with the ballpark, partially completed structures during the later phases of construction would similarly create shielding effects. While the progressive construction of the seating bowl would shield receivers from all directions from the ballpark, noise blocking from isolated structures within the ancillary development would be more directionally localized. Noise level reductions from breaks in the line of sight range from near 10 dB for smaller barriers to 20+ dB for large uninterrupted barriers. Noise level propagation into the adjacent community would therefore be reduced once the seating section assembly is completed and ancillary development is in full progress.

Construction noise, especially pile driving, could reach noise levels over 90 dB(A) within 50 feet of the pile driver. Construction activities, however, would not result in significant impacts to sensitive receptors such as Clarion Hotel guests, nearby residents, and the Sushi Performance Gallery as long as construction activities meet the requirements of the City's Noise Ordinance.

### Ballgame Noise

Noise ordinance standards are expressed in terms of one-hour standards. However, athletic event noise is often characterized by periods of a general noise "buzz" interspersed with periods of highly excited crowd noise or public address announcements. Event noise is thus characterized by average conditions with intermittent peaks. For a person engaged in "quiet" activities, the short-term peaks are more distracting than the sustained average. For purposes of noise impact analysis, ballpark operations impacts have focused upon peak noises rather than sustained averages.

The primary noise sources associated with a baseball game include: (1) the public address system, including amplified voice and music; (2) crowd noise, including structural reverberation from stomping on floors, banging on seats or other echo effects; and (3) peripheral activity outside the park (music, shouting, cars honking, delivery trucks, etc.). Noise generated by ballgames is highly variable. Noise estimates for the new ballpark are based on measurements taken at Qualcomm Stadium at a baseball game with an attendance of approximately 40,000. Details on these measurements are contained in Appendix D. In addition, event noise measured at other baseball parks around the country were reviewed for comparable conditions.

The peak noise level, after discounting the noise reading contaminated by a car horn, in the Qualcomm parking lot was 77 dB; the average ( $L_{eq}$ ) was 64.4 dB and the median level was 58.4 dB. The peak noise level measured at Qualcomm Stadium was based on sound emitting from a narrow gap in the stadium. With a full view of the stadium instead of the very restricted window, the peak is estimated to be approximately 5 dB higher, or 82 dB, at the parking lot measurement location which was perhaps 400 feet from the center of the baseball diamond.

In San Francisco, the measured peak at a distance of 1,600 feet was 66 dB due to crowd noise. If that reading were back-calculated to 400 feet, it would have been a 78 dB reading for an announced crowd of 17,500. If that same reading in San Francisco were increased to account for the near-



capacity crowd in San Diego, it would have been 4 dB higher, or 82 dB. Both data sets suggest that 82 dB is an appropriate reference crowd noise level at 400 feet for line-of-sight conditions.

The distribution of peak ballgame noise into the surrounding area, based on the maximum level of 82 dB, would be a function of the intensity of the noise and the attenuating factors (e.g., atmosphere or physical barriers). The distribution of noise under different conditions is illustrated in Table 5.5-2 and Figure 5.5-4. Table 5.5-2 also indicates the distance to the acceptable noise contour for the different land use types. The “no barrier” condition assumes only atmospheric attenuation. The “moderate barrier” condition takes into account an intervening structure. With multiple barriers, or with one large intervening structure, noise levels would be even further reduced.

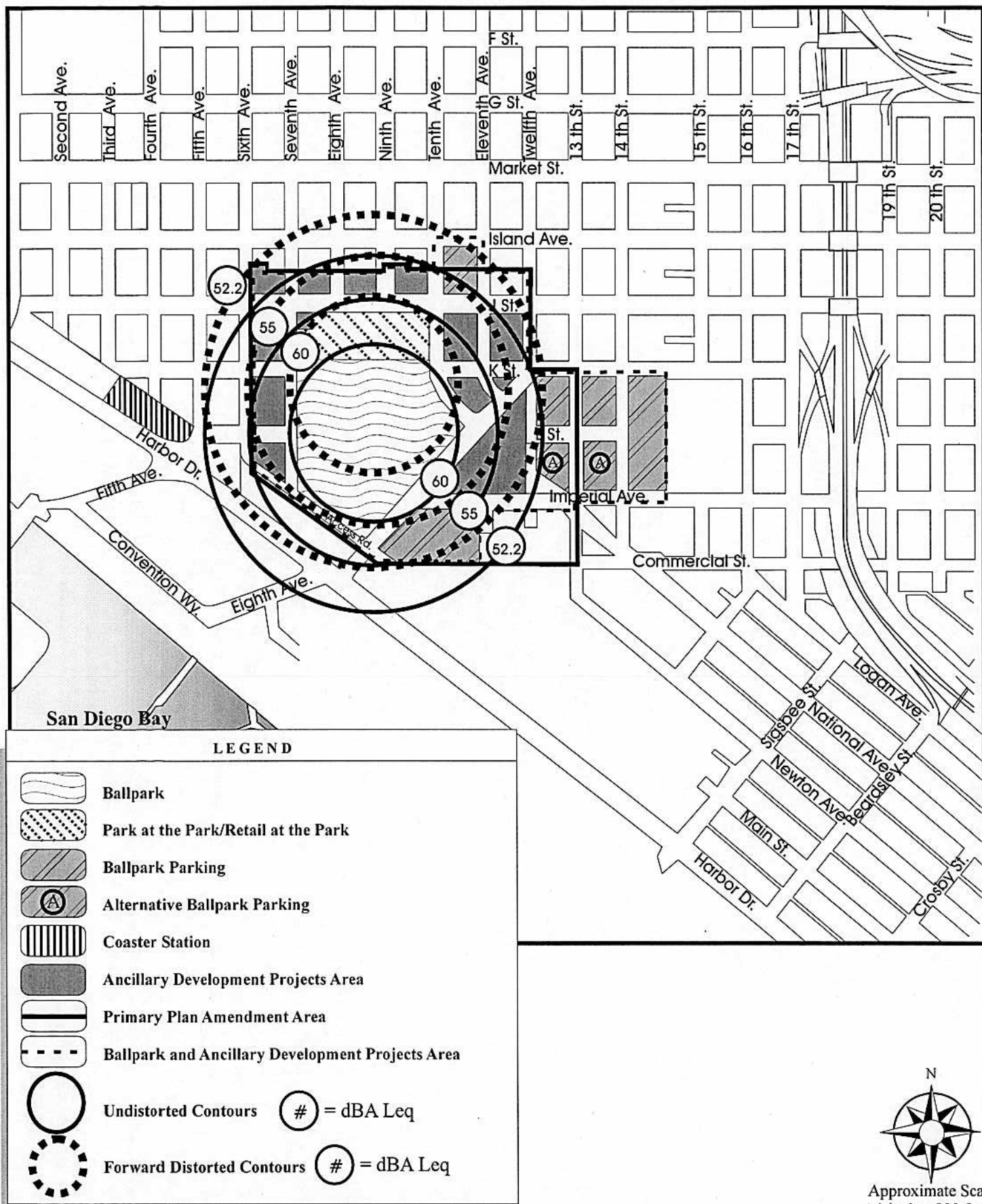
**Table 5.5-2**  
**Ballgame Peak Noise Contours**

Land Use	Standard (dB L <sub>eq</sub> )	No Barrier	Moderate Barrier	Multi-Barrier
Commercial'	60.0	1,230 ft.	400 ft.	<400 ft.
Other Res.	55.0	2,010 ft.	710 ft.	<400 ft.
R-2	52.5	2,420 ft.	940 ft.	<400 ft.

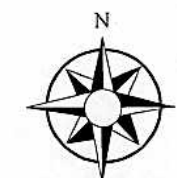
The noise impact zones shown in Figure 5.5-4 presume a homogeneous noise propagation field. At a ballpark event, the crowd orientation and the reflective stands versus the somewhat more open park and retail area would create an asymmetrical noise impact footprint. The graphic illustrates both the peak noise contours for a symmetrical propagation assumption assuming a moderate level of intervening structural noise attenuation as well as the distortion expected due to crowd orientation and seating backdrop reflection. The estimated contour distortion is approximately 300 feet northward. The apparent noise "centroid" shifts from the infield to far centerfield when the source orientation/reflection effects are incorporated.

During the Notice of Preparation period, concern was expressed regarding the effects of reverberation of ballgame noise off downtown high rise buildings. Potential echo effects near the ballpark with existing patterns of development would be minimal. The areas of greatest echo potential are in downtown areas around Broadway, well away from the ballpark. The large building masses that trap sound waves generated near the buildings also block out sound coming from elsewhere such that little of any ballpark noise, already weakened by distance-spreading, would reach the deepest downtown street canyons. Finally, the periods of maximum crowd or concert noise at the ballpark would occur during periods of limited population within the downtown high-rise core. Ballpark Project related noise propagation echo effects are therefore considered less than significant.

For most receivers, in all directions but the north, the line of sight between the crowd and the surrounding uses would be interrupted by the ballpark itself. The Retail at the Park complex would



Source: Giroux & Associates, 1999



Approximate Scale  
1 inch = 800 feet

Ballpark Noise Contour Map \_\_\_\_\_ Figure 5.5-4

act as a barrier to the north for all but the upper decks of the ballpark. Thus, it is assumed that the moderate barrier scenario would be operative for almost all receivers, with many locations characterized by a multi-barrier configuration.

As a review of Figure 5.5-4 indicates, dB  $L_{eq}$  standards for exterior noise levels would not be exceeded in areas surrounding the ballpark. Unless high-rise development, as part of Ancillary Development Projects, is built with a direct view of the ballpark spectators, the noise ordinance limits due to crowd noise would not likely be exceeded beyond the ballpark complex itself. As indicated in Figure 5.5-4, the most conservative hourly noise standard (52.5 dB) would extend only a short distance from the Ballpark Project Area assuming moderate barrier conditions.

However, peak noise levels would significantly impact surrounding uses. In particular, the Clarion Hotel and land uses within the ReinCarnation (e.g., residential lofts and Sushi Performance Gallery) would be affected. The Clarion Hotel is located within 500 feet of the ballpark while the ReinCarnation building lies approximately 650 feet from the ballpark.

For the proposed ballpark structure, except for any possible building gaps, only the top tiers of seats would have a line-of-sight relationship to off-site receivers. The noise reduction due to a partially obstructed propagation path would be 5 - 10 dB. As previously noted, most receivers would experience at least 10 dB of sound attenuation, and some could be as high as 20 dB. A reduction of only 5 dB because of unique partial line of sight through a building gap would be a worst-case condition. Using the conservative 5 dB value, Table 5.5-3 presents the peak noise levels would be experienced at each noise-sensitive use near the new ballpark.

In the absence of noise blocking action from ballpark enclosure or the buildings within the Retail-at-the Park complex in the propagation direction toward any off-site receivers, peak noise level from crowd noise would be 82 dB at the nearest Ancillary Development Projects site and slightly lesser levels at the somewhat farther distance of the other two receivers. Structural attenuation for hotel rooms with closed windows and drawn drapes or in office buildings with sealed windows is approximately 30 dB. Structural noise attenuation for the warehouse building housing the Sushi Performance Gallery is perhaps 30 dB. If any live-work residential uses had a substantial line-of-sight to the ballpark and had to keep windows open for ventilation, their exterior-to-interior noise attenuation could be only 10 dB.

**Table 5.5-3**  
**Ballgame Peak Noise Impacts at Nearest Sensitive Receivers**

<b>Receptor</b>	<b>Distance Mid-Point of Field</b>	<b>Crowd Noise (dB)</b>	<b>PA Noise (dB)</b>	<b>Estimated Peak Interior (dB)</b>
Closest Ancillary Development	400 ft.	77	74	47
Clarion Hotel	500 ft.	75	72	45
ReinCarnation	650 ft.	73	70	<u>43</u>
Live/Work Lofts	800 ft.	71	68	61

Peak noise levels would have a significant impact on nearby residences and hotels. As indicated earlier, the standard for interior noise levels is 45 dB CNEL. This standard is the average of 45 dB by day, 40 dB in the evening, and 35 dB after 10:00 p.m. Peak interior levels of 45 dB in the hotel rooms facing the ballpark after 10:00 p.m. would be 10 - 12 dB over the desirable limit. Live-work residential uses could have single-event noise levels exceeding post-10:00 p.m. noise peak guidelines by as much as 26 dB. Even if residential uses are located substantially beyond the assumed 800-foot source-receiver distance, and even if the line of sight were better obstructed than the assumed 5 dB attenuation, the need to sleep with open windows for ventilation at most such locations would be audible to ~~adversely affect~~ all but the most noise-protected live-work situations within as much as 2,500 feet of the ballpark due to post-10:00 p.m., single-event peak noise, but would not exceed the significance threshold. Maximum crowd noise ~~would~~ interfere with a person attempting to fall asleep, especially for upper story rooms of hotels or residences with the most direct view of the ballpark, but would not exceed the significance threshold established by the Noise Ordinance.

There are no noise standards for performance venues such as the Sushi Performance Gallery. The anticipated peak single event noise level (~~43~~<sup>38</sup> dB) would be comparable to the interior noise level during the quietest portion of a performance due to breathing, noise from shifting one's weight in the seat, etc. A ~~38~~<sup>43</sup> dB peak would be audible because crowd noise is of a different character than breathing or creaking seats, even if they have the same decibel level, but such noise would not necessarily seriously interfere with the audience enjoyment of a performance. Therefore, no significant impact would occur to the Sushi Performance Gallery. However, to address concerns expressed by the Sushi Performance Gallery, Mitigation Measure 5.5-3 will be applied to reduce levels to 40 dB.

Crowd noise audibility beyond perhaps a 2,000-foot radius would be increasingly masked by rising background levels. Development to the east in Golden Hill, Sherman Heights and Barrio Logan would have an intervening freeway which generates a pattern of "white noise" that would mask ballpark activity noise. Although the western fringes of these neighborhoods could theoretically hear peak crowd roar, the nearer freeway roar would mask the ballpark crowd noise signature.

### Concert Noise Impacts

Concerts within the ballpark or Park at the Park would significantly impact residences, hotels and theaters within a general two-block radius. Concerts in the amphitheater or full ballpark configurations as well as within the Park at the Park may have an additional noise component from the portable speakers brought in by touring groups. Speaker orientation, and hence off-site noise impacts, would vary with facility configuration. In a full ballpark configuration, speakers would be oriented more southward from a stage area behind second base. In the amphitheater configuration, the crowd would be smaller and speakers would be oriented toward the right field pavilion.

With the performance speaker at field level, the stands and the people in them would absorb a substantial amount of the acoustic energy. However, leakage may nevertheless be substantial. A typical noise level for a contemporary music artist at the sound mixing board located approximately

100 feet from the stage is 95 dB. As a worst-case assumption, the 95 dB mixing board sound level has been used to evaluate off-site concert noise exposure.

The noise level at the Clarion Hotel would be lower than for a ballgame when used in the amphitheater configuration, but slightly louder due to crowds plus speaker noise for a total ballpark concert.

Under line-of-sight conditions, music noise at the Sushi Performance Gallery would be 77 dB. With noise reduction due to the intervening ballpark structure, this level would be reduced by 10 dB or more. The concert activity noise level of 67 dB at the Sushi Performance Gallery would be less than that from baseball stadium peak crowd noise, but the concert activity noise could be more steady-state as opposed to erratic crowd noise and, therefore, significant.

As with crowd noise, the probable inability to shut windows for noise reduction may create residential interior noise levels during concert events of 55 dB that exceed the ability to fall/stay asleep easily. Therefore, concert activity after 10:00 p.m. may have a significant noise impact at the nearest live-work residences. Farther from the site, the combined effects of increased distance and intervening traffic noise masking effects would preclude audibility at the major residential communities at Golden Hill, Sherman Heights or Logan Heights.

### Traffic Noise Impacts

Traffic noise would increase throughout the downtown area due to ballpark event traffic. Traffic noise would increase immediately before and after events. Event traffic noise would be heaviest during the hour before and the hour after the game. On roadways with moderate existing traffic volumes, particularly away from the ballpark, background conditions would mask the increment resulting from the Ballpark Project. Near the Ballpark Project Area, particularly on roadways with low existing traffic volumes, Ballpark Project impacts would be most pronounced.

Traffic noise impacts from total Ballpark Project implementation were calculated for the areawide growth in traffic from overall development of the Centre City Redevelopment Project Area. The additional noise increment associated with an individual ballpark event was then superimposed upon this noise baseline. The conclusion of this analysis is that, absent a nocturnal penalty, none of the existing roadways which would carry ballpark event traffic would experience a CNEL noise level increase which would exceed the 3 dB significance threshold. Technically, noise levels along the new Park Boulevard would exceed this threshold because it does not presently exist. However, no noise sensitive uses are likely to occur along this roadway and any new sensitive uses could incorporate attenuation. A table presenting the increase in noise level on the roadways segments associated with the Ballpark and Ancillary Development Projects is included in Table 4 of Appendix D.

While ballpark traffic would not cause CNEL thresholds to be exceeded, if the nocturnal penalty is applied to vehicular travel after 10:00 p.m., ~~in the~~ CNEL methodology would increase the impact of event traffic during this time period. Based on nocturnal penalties, evening event traffic would create clearly perceptible noise level increases on 20 roadway links for a maximum attendance game

in the year 2002. Despite an increasing future noise baseline, 18 links in the year 2020, with the nocturnal penalty, would still have a clearly noticeable higher CNEL on event days than non-event days. Exterior impacts are evaluated relative to any impact on usable outdoor space. Limited existing residential uses along the links have little or no usable outdoor space facing the street, and would not likely be using such space after 10:00 p.m. when event traffic is contributing most heavily to the predicted CNEL. Event traffic noise impacts are therefore considered as adverse but not significant. Appendix D contains a table indicating the event day traffic noise level increases on the streets in the vicinity of the Ballpark and Ancillary Development Projects Area for opening day (2002) and buildout (2020).

While this SEIR concludes that the Ballpark Project traffic noise impact is ~~individually~~ less than significant even with the application of the nocturnal penalty, cumulative growth would increase traffic noise levels by +3 dB on a number of downtown roadways. Noise impacts from such growth have previously been identified as significant in the MEIR.

### Miscellaneous Noise Impacts

Ballparks are often associated with occasional unique noise sources such as fireworks, aircraft towing advertising banners, noisy displays following home runs, blimps used for television camera platforms, etc. Fireworks are probably the loudest sources. Because exploding fireworks are rich in low frequency noise that travels unabsorbed by the atmosphere for great distances, the rumble of the explosions can be heard miles away. Several types of fireworks displays are anticipated at the proposed ballpark. Brief fireworks displays would occur after each game. Typically, these displays would last three minutes immediately after the game and would include no concussion-type fireworks. Ten, ten-minute and three, thirty-minute displays would be expected to occur throughout the year.

No sources currently exist for predicting the distribution of fireworks noise into the surrounding area. Miscellaneous noise sources would not be significant if they do not occur after 10 p.m. Fireworks displays after 10 p.m. would have a significant noise impact by disrupting sleep activities within nearby residential and hotels.

## **5.5.3.2 Ancillary Development Projects**

### Construction Impacts

Ancillary development, particularly development with any substantial height, would likely require comparable construction activities to the ballpark. Subsurface excavation, pile driving and steel frame fabrication with crane hoists would probably be used for such development. Noise impacts to the surrounding community would be not be significant as the activities would be required to conform to the City's Noise Ordinance.

### Ancillary Development Projects Operations Noise Impacts

The proposed types of development anticipated in the Ancillary Development Projects would be similar to other commercial and retail uses occurring in the Redevelopment Project Area. The proposed Ancillary Development Projects would provide a buffer between the ballpark and residential uses lying outside of the Primary Plan Amendment Area. Impacts associated with Ancillary Development Projects operations would not be considered significant as they would be required to conform to the City's Noise Ordinance.

### Traffic Noise Impacts

As with a ballpark event, traffic from the Ancillary Development Projects would not by itself cause noise CNEL levels along downtown streets to exceed allowable levels. Unlike event traffic, ancillary development traffic would not generally occur after 10:00 p.m. Therefore, no impacts to noise sensitive uses along downtown streets would occur. Ancillary development traffic would, however, contribute to the significant cumulative noise level increases identified in the MEIR.

### **5.5.3.3 Plan Amendments**

The proposed Plan Amendments would result in significant noise impacts by virtue of the fact that the amendments would permit the ballpark and the additional traffic noise associated with the increase in traffic generated from the Ballpark and Ancillary Development Projects. Construction noise impacts would not be associated with the Plan Amendments as this noise source would occur with any future development under the approved Redevelopment Plan.

### **5.5.4 Mitigation Measures**

Reduction of potential noise which may affect future development within the Ballpark and Ancillary Development Projects Area include the following measures contained in the Mitigation, Monitoring and Reporting Program (MMRP) adopted with the MEIR as well as specific measures identified in the noise report contained in Appendix D.

#### **5.5.4.1 Ballpark Project**

#### MEIR Mitigation Measures

**Mitigation Measure 5.5-1:** As required by the City of San Diego Noise Ordinance and California Administrative Code (CAC) Title 24, all proposed residential land uses exposed to an exterior noise level of 60 dBA CNEL or greater, are required to have an interior acoustical analysis to ensure that the building design would limit interior noise to 45 dBA CNEL or below. Site-specific acoustical analyses would be required to identify exact mitigation measures (MMRP D.1).

**Mitigation Measure 5.5-2:** Specific noise mitigation measures, as required by City Ordinances, shall be incorporated into the ~~development project~~ design as part of the conditions of approval on an ~~activity project~~-specific basis. These measures may include the construction of attenuation walls and/or landscaped berms, the positioning of buildings so that outdoor open space areas are buffered from excessive noise sources, physical setbacks from noise sources, and building design

measures to reduce interior noise levels. All ~~activities~~ projects shall comply with existing City noise ordinances (MMRP, Land Use A.1.1).

#### Activity-Specific Mitigation Measures

***Mitigation Measure 5.5-3:*** Prior to the first ballpark event, a detailed acoustic study shall be conducted to confirm the predictions of the~~assess~~ long-term noise levels at noise sensitive uses within a two-block radius of the ballpark, which have been made in this SEIR. The study shall be used to determine~~identify~~ noise attenuation measures to achieve the following interior noise levels: hotels (35 dBA), residences (35~~45~~ dBA) and theaters (40 dBA). Attenuation measures at the ballpark shall include, but not be limited to, distributed speakers for the public address system and limitations placed on sound levels associated with various activities. Measures taken, with property owner's consent, at receptor locations may include, but are not limited, to dual-pane windows, ventilation improvements, sound walls and improved ceiling and wall insulation. In determining noise attenuation measures, emphasis shall be placed on reducing noise impacts at the ballpark rather than the receiver.

Necessary remedial measures shall be implemented, or otherwise assured to be implemented within one year to the satisfaction of the City Manager, before issuance of the certificate of occupancy for the ballpark.

~~The noise attenuation measures shall be implemented, as necessary, prior to the first ballpark event.~~

Designated historic resources shall be exempt from noise attenuation measures unless such measures can be implemented in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

***Mitigation Measure 5.5-4:*** A maximum sound level of 95 dB L<sub>eq</sub> shall be maintained at the sound board for concerts.

***Mitigation Measure 5.5-5:*** Fireworks displays at baseball events shall be limited to the following:

- No more than three 30-minute and ten 10-minute pyrotechnic fireworks displays shall occur during a single baseball season;
- Pyrotechnic fireworks displays may occur only on Opening Day, Closing Day, Friday and Saturday evenings, Memorial Day, Independence Day, Labor Day, One Mexican National Holiday, Playoff Games, World Series Games, and All-Star Games; and
- Theatrical fireworks displays of no more than 30 seconds duration will be allowed following home-team victories and home runs at each baseball event.

#### **5.5.4.2 Ancillary Development Projects**

Noise impacts associated with the Ancillary Development Projects would be similar to those evaluated in the MEIR as the commercial and retail land uses are similar to those planned for the



Redevelopment Project analyzed in the MEIR. Thus, at a minimum, the measures adopted with the MEIR, identified as Mitigation Measures 5.5-1 and 5.5-2, would be required of the Ancillary Development Projects. As site-specific Ancillary Development Projects are submitted for approval, additional site-specific measures should be required as necessary.

#### **5.5.4.3 Plan Amendments**

No mitigation measures beyond the MEIR and activity-specific measures identified above would be appropriate for the Plan Amendments.

### **5.5.5 Significance of Impact After Mitigation**

#### **5.5.5.1 Ballpark Project**

##### **Ballpark and Park-at-the-Park Event Noise**

Significant noise impacts during events at the ballpark and the Park at the Park would result from the public address announcements, cheering, amplified music, and pedestrian activities which would impact noise-sensitive residential, hotel and theater uses immediately surrounding the ballpark. Noise impacts would be reduced to below a level of significance through implementation of Mitigation Measure 5.5-3 and 5.5-4 unless the individual business or home owners refuse to allow the necessary noise attenuation devices to be installed. In this case, noise impacts would be significant and not mitigated.

Although Mitigation Measure 5.5-5 would reduce the number and duration, Ppost-game fireworks after 10:00 p.m. would result in significant noise impacts to sensitive receptors. Restrictions imposed by Mitigation 5.5-4 would minimize impacts. However, Ssince it is infeasible to stop a game in progress for a fireworks display and resume the game after the display or to postpone the fireworks for another game ending before 10:00 p.m., noise impacts caused by fireworks displays after 10:00 p.m. would be significant and unmitigated.

Rock concert noise will be limited by a condition limiting the noise level at the mixing board in front of the stage to 95 dB LEQ, a level that allows for the noise standard to be met in the surrounding community. While the standard will be met, which means there will be no significant impacts after mitigation, concert noise may be audible for a considerable distance beyond the calculated noise impact envelope where standards are shall met.

#### **5.5.5.2 Ancillary Development Projects**

It is anticipated that application of the MEIR mitigation measures would reduce noise impacts associated with the Ancillary Development Projects to below a level of significance.

#### **5.5.5.3 Plan Amendments**

As with the Ballpark and Ancillary Development Projects, the increased traffic noise would be significant and not mitigated. Ballpark noise, with the exception of fireworks displays after 10:00 p.m., would be mitigated to below a level of significance unless property owners refuse to allow the noise attenuation measures to be implemented.

#### **5.5.6 Relationship to the MEIR**

The MEIR concludes that implementation of the Redevelopment Project would result in potential significant noise impacts related to traffic and construction noise. This SEIR identifies additional significant noise impacts associated with ballgames, concerts and other events held at the proposed ballpark.

The MEIR concludes that noise impacts from the Redevelopment Project would be reduced to a level less than significant. This would be achieved through MEIR Mitigation Measures A.1.1 and D.1 which include compliance with the City's noise ordinance and California Administrative Code Title 24.

Although implementation of the Ballpark and Ancillary Development Projects would comply with MEIR Mitigation Measures A.1.1 and D.1, additional activity-specific mitigations (Mitigation Measures 5.5-3 through 5.5-5~~and 5.5-4~~) are required. Thus, the approval of the proposed Plan Amendments would require that the MEIR conclusions be revised to add Mitigation Measures 5.5-3 through 5.5-5~~and 5.5-4~~.

With inclusion of the activity-specific mitigation measures, the conclusion of the MEIR would remain significant and mitigable unless individual property owners refuse to allow noise attenuation measures to be implemented on their property. In this case, noise impacts would be significant and not mitigated. In addition, noise impacts associated with post-game fireworks displays after 10:00 p.m. would result in significant, and unmitigated impacts to sensitive receptors.

## 5.6 LIGHT/GLARE

### 5.6.1 Existing Conditions

#### 5.6.1.1 Definitions

Light and glare levels are normally measured in units known as foot-candles. For reference purposes, Table 5.6-1 presents examples of different lighting levels to serve as a point of reference for the following discussion. Light levels cover a relatively wide range due to the variation typically associated with the activities.

**TABLE 5.6-1  
Typical Light Levels**

<b>Light Source</b>	<b>Illuminance (horizontal foot-candles)</b>
Full Moon	0.05 to 0.10
Typical Downtown Parking Lot	0.25 to 2.00
Street Lights - Urban	0.25 to 3.00
Street Lights - Residential Neighborhoods	0.00 to 0.25
Office/Classroom	30 to 75
Professional Baseball Field	250 to 300
Sunny Day	3,000 to 10,000

In addition, the dispersion of light into the surrounding area is commonly referred to as light pollution which can be further separated into spill light and glare. Impacts from spill light are normally related to interruption of sleep but may also interfere with other light-sensitive uses such as driving or theater performances. Glare results from a direct line of sight to a light source and the reflection from a light source. Glare can be disabling to motorists and patrons walking around the ballpark. The effect of light is often determined by the contrast posed with the immediate background. Spill light can be a nuisance and glare can be disabling.

In defining the intensity of light, the terms maximum vertical and horizontal are used. These terms relate to the orientation of the light meter measuring the light level. In the horizontal condition, the meter is oriented horizontally aiming straight up. In the maximum vertical condition, the meter is pointed directly at the light source. The maximum vertical condition is considered the worst-case measure of light intensity.

#### 5.6.1.2 Current Lighting Conditions

Lighting in the Ballpark and Ancillary Development Projects Area and the surrounding area typically comes from three sources: street lights, building security lights, and decorative building lights. The standard street light in the area is approximately 12 feet tall and uses a 150 watt, high pressure sodium (HPS) lamp in a decorative, acorn-style globe without shielding.

Gateway lights also occur in the area and are approximately 21 feet tall, using dual decorative, acorn-style globes with a 250 watt, HPS lamp in each. The globe of Gateway lights has a controlled source brightness and provides some light on the face of adjacent buildings which may cause discomfort in adjacent residential units.

Building security lights are mounted on buildings to provide security lighting and parking lot lighting in the form of floodlights. Since most of the buildings in the Ballpark and Ancillary Development Projects Area and the surrounding area are associated with industrial and commercial uses, security lighting is the dominant type of lighting. Although common in the central business district, very little decorative lighting is found in the area. The only facade lighting in the immediate area is associated with the Clarion Hotel.

Based on the minimum amount of security and decorative lighting, street-lighting establishes the overall light level in the Ballpark and Ancillary Development Projects Area. Typical lighting levels in the area average 0.25 foot-candles. However, CCDC is currently in the process of upgrading lighting in the Centre City East area. Upon completion of the proposed street lighting upgrades, ambient lighting levels will be closer to 2.0 foot-candles. Therefore, 2.0 foot-candles is assumed to be the average ambient condition and will be used as a baseline for determining lighting impacts for the Ballpark and Ancillary Development Projects.

Lighting levels in surrounding residential neighborhoods (e.g., Sherman Heights and Golden Hill) are also dominated by street lighting. Ambient lighting levels ranges from a high of 0.25 foot-candles to a low of 0.0 foot-candles between street lights.

### **5.6.1.3 Lighting Regulations**

Lighting associated with downtown development is controlled by the City of San Diego's Light Pollution Law (Sections 101.1300 - 101.1309 of the Municipal Code) as well as the Centre City Streetscape Manual.

The City's Light Pollution Law is intended to protect surrounding land uses as well as astronomical activities at the Palomar and Mt. Laguna observatories from excessive light generated by new development. The Light Pollution Law requires that outdoor light fixtures associated with new commercial, industrial or multi-family development comply with the following:

- Where color rendition is required for commercial and industrial purposes, such as in sales, assembly and repair areas, the outdoor lighting fixtures shall be shielded, be equipped with automatic timing devices and utilize only the minimum amount of light necessary;
- Where used for security purposes or to illuminate walkways, roadways, equipment yards and parking lots, only shielded low-pressure sodium outdoor light fixtures shall be utilized;
- Where used for on or off premises signs or for decorative effects or recreation facilities, such as for building, landscape or ballfield illumination, the outdoor light fixtures shall be equipped with automatic timing devices and where feasible, be shielded and/or focused (aimed) to minimize light pollution;

- All outdoor light fixtures, existing or hereafter installed and maintained on private property within commercial, industrial and multi-family zones, shall be turned off between 11:00 p.m. and sunrise except when used for:
  - commercial and industrial uses, such as in sales, assembly and repair areas, where such use continues after 11:00 p.m. but only for so long as such use continues;
  - security purposes or to illuminate walkways, roadways, equipment yards and parking lots; and
  - recreation use that continues after 11:00 p.m. but only for so long as such use continues.
- All illuminated on premises signs and searchlighting for advertising purposes shall be turned off between 11:00 p.m. and sunrise, except that on premises signs may be illuminated while the business facility on the premises is open to the public. All illuminated off premises signs shall be turned off between 12:00 midnight and sunrise.

It should be noted that the City of San Diego has exempted the Centre City Redevelopment Project Area from the restriction on the use of high pressure sodium street lighting. Because of the need to control crime, high pressure sodium streetlights are allowed in the Redevelopment Area. In addition, as City facilities, the ballpark, Park at the Park and dedicated ballpark parking lots would be exempt from the Light Pollution Law.

Street lighting in the Centre City Community Plan area is subject to the Centre City Streetscape Manual. Standard Lights, as defined in that manual, are to be used throughout the Ballpark and Ancillary Development Projects Area except for the use of Gateway Lights which are mandated on Tenth, Eleventh, and Imperial Avenues. Special street lights, requiring coordination with the Metropolitan Transit District Board (MTDB), are required along the trolley route on Twelfth Avenue. In addition to specifying the location, design, height, bulb intensity and fixtures for the various lighting types, the Manual requires house shielding on all street lights in residential areas to protect adjacent residences from excessive illumination.

### **5.6.2      Significance Criteria**

For purposes of this SEIR, light/glare impacts would be significant if the Proposed Activities would:

- Create total maximum vertical spill light level in excess of 2.5 foot-candles in areas which have ambient light levels which are less than 2.5 foot-candles;
- Increase the glare rating on nearby roadways or intersections by more than 20% based on the threshold increment calculation and rating system; or
- Substantially impact astronomical operations at regional observatories.

### **5.6.3 Environmental Impacts**

#### **5.6.3.1 Ballpark Project**

The primary sources of lighting from the Ballpark Project would be related to the ballpark and parking areas. Lighting associated with the Retail at the Park and Park at the Park would be similar to existing development in the downtown area.

A number of lighting sources would be associated with the ballpark. The most prominent source would be the field lights but other sources would include signage, pedestrian lighting around the exterior and decorative lighting of the facade and plaza areas. In addition, lighting associated with surface and structured parking lots would also represent a prominent source of light. These lighting sources would occur during the 55 to 60 baseball games and the approximately 35 to 40 concerts and special events that are expected in the evening and nighttime hours at the proposed ballpark.

The field lights would be metal halide with between 1,500 to 2,000 watts per bulb. The field lights would be attached to a series of towers which rise to a height of between 150 and 210 feet above the ground. The average level of lighting on the playing field of the ballpark would be 250 foot-candles. Based on preliminary design information, the proposed lighting would incorporate state of the art techniques to limit the amount of light escaping into areas around the ballpark including glare control optics and accessories such as arc tube shields and visors.

On event evenings, field lights would be turned on at dusk and remain on until approximately one hour after the end of the event unless cleanup operations must be completed immediately after an event. When night-time cleanup is necessary, the field lights would be reduced to approximately one-third full intensity to provide lighting for cleanup activities. Normally, cleanup activities would last through dawn. Night-time cleanup activities would be expected to occur between 30 and 40 times a year.

Surface parking and the upper level of structured parking would create lighting which would illuminate surrounding areas. Due to the desire for increased lighting for event-goers, parking lot lighting would be more intense than is currently occurring for the existing surface parking lots in the Ballpark Project Area. As these lots are primarily used during the day, lighting is typically limited to security lighting which generates lighting levels on the order of 0.25 foot-candles in the immediate area. Improved lighting associated with ballpark parking would generate lighting levels on the order of 2.0 foot-candles.

A number of illuminated advertising signs are proposed around the ballpark including the roofs of the Retail at the Park. The majority of these signs would be oriented toward the ballpark. However, some signature graphics and signage would be oriented toward the surrounding area to identify the ballpark. Light from these signs could disturb light-sensitive uses within the immediate vicinity of these signs.

### Maximum Spill Light

As indicated by the significance criteria, light levels in excess of 2.5 foot-candles have the potential to interfere with light-sensitive activities such as sleep and theater performances which rely on dark conditions. As discussed earlier, the ambient light levels in the Ballpark Project Area and the immediately surrounding area average 2.0 foot-candles. Consequently, any light generated by the proposed field lighting which would be greater than 0.5 foot-candles could significantly impact surrounding light-sensitive uses.

Figure 5.6-1 illustrates the limit of the 0.5 foot-candle contour as well as the intervening light levels. These lighting contours are based on the expected average level of 250 foot-candles on the ballpark playing field. Figure 5.6-1 represents the theoretical dispersion of light and does not take into account intervening topography or structures. The contours represent the worst-case condition by measuring maximum vertical light spill.

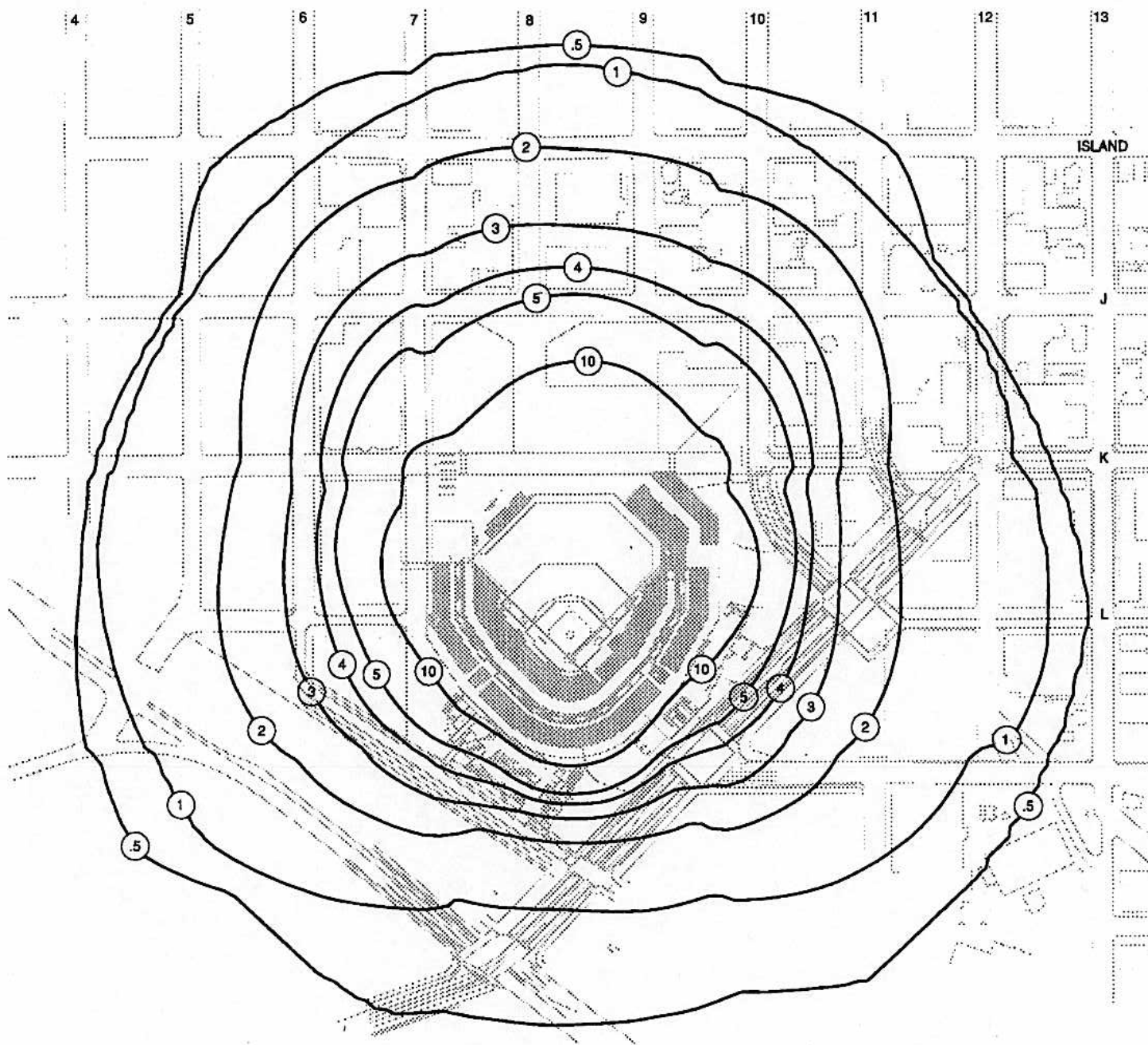
As indicated in Figure 5.6-1, using the maximum lighting levels expected to be necessary for the ballpark, spill light from field lighting would significantly impact a three-block area around the ballpark. Beyond this area, field lighting levels would not likely cause the maximum vertical lighting levels to exceed the 2.5 foot-candles significance threshold. However, as specific lighting design has not been completed, it is assumed for the purpose of this analysis that the spill light impacts would potentially impact ~~be limited to no more than~~ a four-block area around the ballpark.

Sleep patterns in hotels and residential units within the affected four-block area would be significantly impacted. Impacts would be greatest when spill light occurs after 10 p.m., when most people are trying to sleep. Sleeping quarters that face away from the ballpark or are otherwise shielded would not be affected. The closest affected facilities would include the Clarion Hotel, the ReinCarnation building, and the San Diego Rescue Mission. In addition, future residential and hotel development either developed as part of the Ballpark Project or Ancillary Development Projects could be similarly affected.

In addition to disrupting sleep patterns, spill light would significantly impact the Sushi Performance Gallery which lies within two blocks of the ballpark. This organization operates a live theater within the ReinCarnation building. Light entering the theatre from skylights located in the roof of the building would disrupt performances which rely on darkness as part of the program.

### Glare

Based on experience with other sports facilities utilizing standard glare threshold increment calculations, significant increases in the ambient glare rating would be expected to be limited to the same four-block radius of potentially significant spill light. Within this area, glare from field lights could significantly impair the ability to operate a motor vehicle in a safe manner. The



LEGEND	
#	Maximum spill light from field lighting (Foot Candles)



Approximate Scale  
1 inch = 300 feet

Source: Ericson Lighting Design

Ballpark Light Contour Map \_\_\_\_\_ Figure 5.6-1



potential for significant glare impacts is normally greatest when streets are elevated in relationship to a sports facility resulting in unobstructed views of field lights. When nearby streets are at ground level, as is the case for the proposed ballpark, the potential for glare is generally less.

While ballpark lighting would not create a significant increase in the glare rating in surrounding neighborhoods, field lighting would result in a general nighttime glow which would surround the ballpark during evening events. This glow would be visible from surrounding neighborhoods including Sherman Heights, Golden Hill, Coronado, other downtown districts, and Balboa Park. This glow may be perceived as a degradation of the current long-range views of the general area around the Ballpark Project. GlowGlare impacts on long-range views are discussed in more detail in the Section 5.4 of this SEIR |

### Lighting Ordinances and Regulations

As indicated earlier, all elements of the Ballpark Project, except the Retail at the Park, would be exempt from the City's Light Pollution Law.

The ballpark lighting could impact astronomical activities at regional observatories by illuminating the night sky and disrupting astronomy operations. Although the magnitude of the contribution would not have a significant direct impact on these activities, as discussed in Section 6.2.4, impacts would be cumulatively significant.

#### **5.6.3.2 Ancillary Development Projects**

The type of uses expected to be associated with the Ancillary Development Projects would be characteristic of existing development downtown and would not have any significant sources of lighting which would result in substantial levels of spill or glare light. Therefore, spill light, would not be expected to be significant assuming it conforms to the standard lighting regulations of the City of San Diego and CCDC.

Spill light impacts on surrounding neighborhoods would be no greater than would occur under the current Centre City Community Plan and PDO land use designations. Application of the Light Pollution Law and other lighting regulations would assure that spill light impacts to surrounding areas would not be significant.

While direct lighting related to the ancillary development would not cause a significant increase in glare, reflection of ballpark field lights off the facade of ancillary development (reflective glass, in particular) could increase the glare rating on surrounding roadways to a level which could result in a significant impact.

Lighting associated with the Ancillary Development Projects could have a significant cumulative impact on regional observatories in the same manner as the Ballpark Project.

### 5.6.3.3 Plan Amendments

As the proposed Plan Amendments would allow the ballpark, the Plan Amendments would result in significant light and glare impacts on the surrounding land uses and cumulative impacts on regional observatories.

### 5.6.4 Mitigation Measures

Reduction of potential light and glare impacts which may affect future development within the Ancillary Development Projects Area and immediately surrounding areas would be achieved through the following measures contained in the Mitigation, Monitoring and Reporting Program (MMRP) adopted with the MEIR as well as activity-specific measures identified below.

#### 5.6.4.1 Ballpark Project

##### MEIR Mitigation Measures

**Mitigation Measure 5.6-1:** Specific measures shall be incorporated into the ~~project~~ design as part of the conditions of approval. A lighting plan shall be required for all new ~~activities~~ projects that propose night lighting as part of their ~~development~~ project. All lighting sources shall be directed downwards or otherwise shielded so as to keep all light and glare confined within the ~~development~~ project boundary unless the City (i.e., Agency) determines that additional lighting would have benefits to the general public in terms of added security (MMRP A.1.3).

*It should be noted that, as City facilities, the ballpark, Park at the Park and dedicated ballpark parking lots are exempt from the City's Light Pollution Law, and, would not be required to conform with the above mitigation measure.*

##### Activity-Specific Mitigation Measures

**Mitigation Measure 5.6-2:** Luminaires used in field lighting towers shall contain glare control optics and accessories such as arc tube shields and visors to minimize the impact to the surrounding areas, both in close proximity to the ballpark and as viewed from a distance.

**Mitigation Measure 5.6-3:** Prior to opening the ballpark, a detailed lighting study shall be conducted to confirm the predictions of ~~assess~~ the spill and glare impacts of the field lights on the surrounding four-block areas which have been made in this SEIR. This study shall, at a minimum, include the following components:

- Comprehensive field measurements of ambient light levels within the potentially impacted areas identified on Figure 5.6-1 of the SEIR to serve as a baseline for impact assessment;
- Calculate or measure maximum vertical spill light levels and glare rating increases based on final lighting design, and existing conditions which may limit the dispersal of light into surrounding areas (e.g., topography and buildings);

- Identify sleeping quarters and other areas where light-sensitive activities would experience maximum vertical light levels from the development in excess of 20.5 foot-candles to determine the actual spill light levels at the window seals;
- Identify roadways and intersections where the glare rating would increase by more than 20%; and
- For impacted light-sensitive uses, Define and implement appropriate light attenuation techniques at the source (e.g., shielding) or, with the owner's consent, at the receiver (e.g., black-out curtains) to reduce overall maximum spill light levels to 2.5 foot-candles, or reduce to a maximum of 0.5 foot-candles above the pre-existing ambient level where existing levels exceed 2.5 foot-candles. Increases in the glare rating shall not increase more than 20% over the pre-existing ambient condition.

In determining light attenuation measures, emphasis shall be placed on reducing light impacts at the source rather than the receiver.

Necessary remedial measures shall be implemented, or otherwise assured to be implemented within one year to the satisfaction of the City Manager, before issuance of the certificate of occupancy for the ballpark.

**Mitigation Measure 5.6-4:** All building-mounted lighting shall only light the intended object and shall not introduce additional light directly toward neighboring properties.

**Mitigation Measure 5.6-5:** Open-sided parking structures shall use cutoff luminaires or shall provide shields on the perimeter so that light from within the structure does not result in substantial levels of spill or glare on neighboring properties. Lighting in parking lots shall be circuited to reduce levels to a minimum security level when not in use.

**Mitigation Measure 5.6-6:** All exterior signage that is immediately adjacent to sleeping quarters shall be shut off within 30 minutes after conclusion of an event, or 10:00 p.m., whichever is later.

#### **5.6.4.2 Ancillary Development Projects**

##### MEIR Mitigation Measures

Mitigation Measure 5.6-1 would provide adequate mitigation for potential spill lighting impacts associated with Ancillary Development Projects.

##### Activity-Specific Mitigation Measures

**Mitigation Measure 5.6-7:** Prior to issuance of a building permit for any building which could reflect ballpark field lights, a detailed lighting study shall be conducted to assess the glare impacts from field light reflection off building facades onto surrounding roadways and intersections. Any mitigation measures identified in the lighting study shall be implemented before issuance of a certificate of occupancy for the ancillary development. Preparation of the lighting study and implementation of required attenuation of glare from ancillary development shall be the

responsibility of the ancillary development proponent. The lighting study shall, at a minimum, include the following components:

- Comprehensive field measurements of ambient light levels within the potentially impacted areas;
- Calculate glare rating increase based on final lighting design, and existing conditions which may limit the dispersal of light into surrounding areas (e.g., topography and buildings);
- Identify roadways and intersections where the glare rating would increase by more than 20%; and
- Define appropriate light attenuation techniques at the reflective surface to reduce the glare increase to less than 20% over the pre-existing ambient condition.

#### **5.6.4.3 Plan Amendments**

No mitigation measures beyond those identified earlier for the Ballpark and Ancillary Development Projects would be necessary for the Plan Amendments.

#### **5.6.5 Significance of Impact After Mitigation**

##### **5.6.5.1 Ballpark Project**

###### Spill Lighting

The field lighting and exterior signage associated with the ballpark could have a significant impact on hotel and residential units within a four-block radius. Implementation of Mitigation Measures 5.6-1 through 5.6-6 would reduce the impact of light on these land uses to below a level of significance unless property owners refuse to allow attenuation measures to be installed on their property. In this case, the light impacts would be significant and unmitigated.

###### Glare Lighting

Glare from field lights could represent a significant safety impact to persons operating motor vehicles within four blocks of the ballpark. Implementation of Mitigation Measure 5.6-3 would avoid significant impacts to motorists by assuring that appropriate glare control techniques are identified and implemented. Thus, glare impacts would be significant but mitigated.

##### **5.6.5.2 Ancillary Development Projects**

###### Spill Lighting

Compliance with the City Light Pollution Law and Mitigation Measure 5.6-1 would reduce spill light impacts to below a level of significance.

## Glare

The glare impacts on surrounding roadways resulting from the reflection of field lights off the facade of ancillary development would be mitigated to below a level of significance by Mitigation Measure 5.6-7. This measure would require a detailed lighting study and subsequent implementation of glare control measures for any building which could significantly reflect ballpark lights.

### **5.6.5.3 Plan Amendments**

The significant spill light impacts related to the ballpark which would be accommodated by the proposed Plan Amendments would have a significant impact on surrounding areas. Implementation of Mitigation Measures 5.6-2 through 5.6-7 would reduce these impacts to below a level of significance unless property owners refuse to allow the light attenuation measures to be implemented; in which case, spill light impacts would be significant and unmitigated.

Glare impacts from the ballpark and ancillary development would be reduced to below a level of significance through Mitigation Measures 5.6-2, 5.6-3 and 5.6-7.

### **5.6.6 Relationship To The MEIR**

The MEIR concludes that implementation of the Redevelopment Project would result in potential significant spill light impacts from outdoor lighting fixtures associated with future development activities. However, the impact from ballpark field lighting on nearby land uses and regional astronomical activities would be substantially greater than the sources of spill light considered in the MEIR. In addition, lighting assumed in the MEIR was not sufficient to create the potentially significant glare impacts on motorists associated with the proposed ballpark. Thus, the approval of the proposed Plan Amendments would require that the MEIR conclusions relative to the potential for significant light and glare impacts be revised to add the new potentially significant light and glare impacts associated with the Ballpark and Ancillary Development Projects.

The MEIR concludes that impacts from spill light of the Redevelopment Project would be reduced to below a level of significance through MEIR Mitigation Measure A.1.3 which requires a lighting plan for all new activities, and that all light sources be directed downwards or otherwise shielded. Although, with the exception of the ballpark, Park at the Park and dedicated ballpark parking lots, implementation of the Ballpark and Ancillary Development Projects would comply with MEIR Mitigation Measure A.1.3, additional activity-specific mitigation would be required. The activity-specific mitigation include conducting detailed lighting studies and other measures to control light and glare impacts (Mitigation Measures 5.6-2 through 5.6-7). These measures should be added to the MEIR mitigation measures.

As spill light and glare impacts associated with the ballpark would be mitigated, the conclusion of MEIR Findings would remain significant and mitigable unless individual property owners

refuse to allow light attenuation measures to be implemented on their property, in which case, spill light impacts would be significant and unmitigated.

## **5.7 AIR QUALITY**

The following discussion summarizes the air quality technical study for the Proposed Activities prepared by Giroux and Associates on May 5, 1999. The complete report is contained in Appendix E of the technical appendices.

### **5.7.1 Existing Conditions**

#### **5.7.1.1 Climate and Meteorology**

Centre City East is located in the San Diego Air Basin (SDAB), which is coterminous with San Diego County. The climate in the San Diego region is characterized by a repetitive pattern of frequent early morning cloudiness, hazy afternoon sunshine, clean daytime onshore breezes and relatively consistent year-round temperatures. An average of ten inches of rain falls each year from November to early April, while the remainder of the year is typically dry. Measurable rain falls on 20 days per year with only six days of moderate (0.5" in 24-hours) rainfall per year.

Daytime onshore flows and nighttime land breezes are accompanied by characteristic temperature inversions that control the vertical depth through which pollutants are mixed. During summer days, the strong cool onshore flow undercuts a deep layer of warm sinking air within the high pressure cell. The interface between the cool layer on the ground and the warm layer aloft is a boundary where the normal decrease of temperature with height is reversed (marine/subsidence inversion). As the polluted layer moves toward the topographically higher inland areas, the height of the inversion remains relatively the same, and thus becomes highly concentrated.

During winter nights, the air near the ground cools from contact with the radiating ground surface, while the air aloft remains warm. This radiation inversion is very shallow and localized, and occurs in conjunction with nearly calm winds. The shallow vertical barrier and light horizontal transport lead to a mark stagnation of emissions from localized sources such as freeways, large parking lots, and at times, within the "street canyons" of the downtown area. Such microscale "hot spots" associated with these cool season radiation inversions are less pervasive, less severe, and more amenable to mitigation than the regional photochemical air pollution that occurs with warm-season marine/subsidence inversions. With continued improvement in vehicular emissions faster than the rate of growth of automobiles, "hot spots" have almost ceased to exist even in the downtown San Diego area.

In the SDAB, the potential for adverse air pollution conditions is high, particularly during the period from June to September. Frequently, the light winds and shallow vertical mixing fail to disperse the large quantities of emissions generated in the basin. In addition, the plentiful sunshine in the basin provides the requisite energy to convert ozone precursors into ozone. Unhealthful air quality also occurs from the transport of polluted air from the South Coast Air Basin, which includes Los Angeles and Orange Counties.

### 5.7.1.2 Air Quality Standards

The Federal Clean Air Act of 1970 required the adoption of national ambient air quality standards (NAAQS) to protect the public health, safety, and welfare from known or anticipated effects of air pollution. Current standards are set for sulfur dioxide (SO<sub>2</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulates of less than ten microns in size (PM<sub>10</sub>), and lead (Pb). The State of California, Air Resources Board (ARB), has established state standards, generally more restrictive than the NAAQS, and has incorporated additional pollutants, including hydrogen sulfide (H<sub>2</sub>S). Federal and state standards are shown on Table 5.7-1. The entries in Table 5.7-1 do not include the recently (1997) adopted federal standards for chronic (8-hour) ozone exposure or for ultra-small diameter particulate matter of 2.5 microns or less in diameter (called PM-2.5), which have been put on hold as a result of a federal appeals court hearing. ~~Compliance with these new national standards will be addressed during the next update of the regional clean air plan (ozone), or must await several years of monitoring data to determine baseline levels (PM-2.5).~~

In San Diego County, the San Diego Air Pollution Control District (APCD) is the agency responsible for protecting the public health and welfare through the administration of federal and state air quality laws and policies. Included in the APCD's tasks is the monitoring of air pollution; the preparation of the federally-mandated State Implementation Plan (SIP); the State-mandated Regional Air Quality Strategy (RAQs); and the promulgation of Rules and Regulations. The SIP includes rules relied upon ~~strategies and tactics to be used~~ to attain acceptable air quality in the County; ~~this list of strategies is called the RAQS (Regional Air Quality Strategies).~~ The RAQS are a combination of measures affecting car pooling, parking regulations, truck use, and development density and mixes, as well as limitations on stationary sources.

### 5.7.1.3 Existing Air Quality

Regionally, the SDAB is classified as a federal and state "serious" non-attainment area for ozone. The designation has the following requirements, among others, for air quality planning and regulation in the basin: (1) federal ozone standard must be attained by 1999; (2) the major source threshold for emissions of reactive organic compounds (ROC) and oxides of nitrogen (NO<sub>x</sub>), the ozone precursors, is 50 tons per year.

The SDAB exceeded the state standards for PM<sub>10</sub>, and is designated a state PM<sub>10</sub> non-attainment area. The SDAB has not exceeded the annual national standards for PM<sub>10</sub> since they were established in 1987. The federal attainment designation for PM<sub>10</sub> is "unclassifiable".

The SDAB has not violated the federal CO standard since 1989, nor the state CO standard since 1990. The state has designated the SDAB as an attainment area for CO. The Environmental Pollution Agency (EPA) declared the SDAB a CO attainment area on June 1, 1998.



**TABLE 5.7-1  
Ambient Air Quality Standards**

Air Pollutant	State Standard <sup>1</sup>	Federal Primary Standard <sup>1</sup>	Most Relevant Effects
	Concentration/ Averaging Time	Concentration/ Averaging Time	
Ozone	0.09 ppm, 1-hr. avg. >	0.12 ppm, 1-hr. avg. >	a) Short-term exposures: 1) Pulmonary function decrements and localized lung edema in humans and animals. 2) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; b) Long-term exposures: Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; c) Vegetation damage; d) Property damage.
Carbon Monoxide	9.0 ppm, 8-hr. avg. > 20 ppm, 1-hr. avg. >	9 ppm, 8-hr. avg. > 35 ppm, 1-hr. avg. >	a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; c) Impairment of central nervous system functions; d) Possible increased risk to fetuses.
Nitrogen Dioxide	0.25 ppm, 1-hr. avg. >	0.053 ppm, ann. avg. >	a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; c) Contribution to atmospheric discoloration.
Sulfur Dioxide	0.04 ppm, 24-hr. avg. > 0.25 ppm, 1-hr. avg. >	0.03 ppm, ann. avg. > 0.14 ppm, 24-hr. avg. >	a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM <sub>10</sub> )	30 µg/m <sup>3</sup> , ann. geometric mean > 50 µg/m <sup>3</sup> , ann.24-hr. average >	50 µg/m <sup>3</sup> , annual arithmetic mean > 150 µg/m <sup>3</sup> , 24-hr avg. >	a) Excess deaths from short-term exposures and exacerbation of symptoms in sensitive patients with respiratory disease; b) Excess seasonal declines in pulmonary function, especially in children.
Sulfates	25 µg/m <sup>3</sup> , ann.24-hr. average >=		a) Decrease in ventilatory function; b) Aggravation of asthmatic symptoms; c) Aggravation of cardio-pulmonary disease; d) Vegetation damage; e) Degradation of visibility; f) Property damage.
Lead	1.5 µg/m <sup>3</sup> , 30-day avg. >	1.5 µg/m <sup>3</sup> , calendar quarter >	a) Increased body burden; b) Impairment of blood formation and nerve conduction.
Visibility-Reducing Particles	In sufficient amount to reduce the visual range to less than 10 miles at relative humidity less than 70 percent, 8-hour average (10 a.m. - 6 p.m.)		Visibility impairment on days when relative humidity is less than 70 percent.

<sup>1</sup> ppm = parts per million, mg/m<sup>3</sup> = microgram per cubic meter, pm<sub>10</sub> = respirable particulates

Source: Giroux & Associates, 1999

Ambient air quality is measured by the APCD at ~~ten~~<sup>nine</sup> monitoring stations within the SDAB. The APCD monitors a fairly complete spectrum of air pollutants at its downtown air monitoring station at 330A Twelfth Avenue. Table 5.7-2 provides a summary for the past seven years of monitoring data from the downtown San Diego station. Healthful air can be seen in almost every pollution category. The only national standard that was exceeded during the last seven years (one violation per year is allowed under federal guidelines) was the national ozone standard. Downtown San Diego has had only one small (0.01 ppm) violation of the federal ozone standard in the last five years (1993-97, inclusive). ~~Although not technically classified as such, downtown San Diego is thus an attainment subarea within the basinwide non-attainment designation for ozone.~~

**TABLE 5.7-2**  
**Downtown San Diego Air Quality Monitoring Summary**  
**(Number of Days Standards were Exceeded and Maximum Levels During Such Violations)**

Pollutant/Standard	1992	1993	1994	1995	1996	1997	<u>1998</u>
<u>Ozone:</u>							
1-Hour>0.09 ppm	8	5	0	3	1	5	<u>1</u>
1-Hour>0.12 ppm	1	0	0	1	0	0	<u>0</u>
Max. 1-Hour Conc. (ppm)	0.13	0.11	0.09	0.13	0.11	0.12	<u>0.10</u>
<u>Carbon Monoxide:</u>							
1-Hour>20. ppm	0	0	0	0	0	0	<u>0</u>
8-Hour>9. ppm	0	0	0	0	0	0	<u>0</u>
Max. 1-Hour Conc. (ppm)	11	9	10	8	8	8	<u>---</u>
Max. 8-Hour Conc. (ppm)	7.0	6.5	7.3	5.9	5.5	5.5	<u>4.8</u>
<u>Nitrogen Dioxide:</u>							
1-Hour>0.25 ppm	0	0	0	0	0	0	<u>0</u>
Max. 1-Hour Conc. (ppm)	0.14	0.13	0.13	0.14	0.11	0.11	<u>0.09</u>
<u>Sulfur Dioxide:</u>							
1-Hour>0.25 ppm	0	0	0	0	0	<u>0</u>	<u>0</u>
24-Hour>0.045 ppm	0	0	0	0	0	<u>0</u>	<u>0</u>
Max. 1-Hour Conc. (ppm)	0.09	0.05	0.07	0.06	0.05	<u>0.05</u>	<u>---</u>
Max. 24-Hour Conc. (ppm)	0.020	0.019	0.013	0.017	<u>0.013</u>	<u>0.014</u>	<u>---</u>
<u>Respirable Particulates:</u>							
24-Hour>50 µg/m <sup>3</sup>	---	6/30	5/61	9/59	1/59	<u>3/60</u>	<u>0/60</u>
24-Hour>150 µg/m <sup>3</sup>	---	0/30	0/61	0/59	0/59	<u>0/60</u>	<u>0/60</u>
Max. Daily Conc. (µg/m <sup>3</sup> )	---	73	76	115	92	74	<u>48</u>

Source: California Air Resources Board, Summary of Air Quality Data, Volumes, XXIV - XXIX, 1992-97 and jtimmer@sdapcd.co.san-diego.ca.us (1998)

--- = no data available

### Sources of Regional and Local Pollution

Nitrogen oxides (NO<sub>x</sub>) and reactive organic gases (ROG) are the two precursors to photochemical smog formation. In San Diego County, 68 percent of the 310 tons per day of ROG emitted comes from mobile (cars, ships, planes, heavy equipment, etc.) sources. For NO<sub>x</sub>, 88 percent of the 240 tons emitted daily are from mobile sources. Computer modeling of smog

formation has shown that a reduction of 25 percent each of NO<sub>x</sub> and ROG would allow the SDAB to meet the federal ozone standard on days when there is no substantial transport of pollution for the South Coast Air Basin or other airshed.

A basin plan was developed and adopted in 1991, and predicted attainment of all national standards by the end of 1997 from pollution sources within the air basin, but little can be done about the problem of interbasin transport. Since the South Coast Air Basin is predicted to exceed the national ozone standard beyond the year 2000, the SDAB will also not experience completely healthful air for the next several decades.

### **5.7.2      Significance Criteria**

For purposes of this SEIR, impacts to air quality would be significant if the Proposed Activities would:

- Violate any ambient air quality standard;
- Contribute measurably to an existing violation;
- Generate or attract an increased number of vehicle trips, thus adding vehicle emissions to an existing regional ozone problem; or
- Contribute unhealthful emissions adjacent to sensitive receptors such as day care centers, schools, and hospitals.

### **5.7.3      Environmental Impacts**

The Proposed Activities would impact air quality almost exclusively through vehicular traffic generated future development. Mobile source impacts would occur basically on two geographical scales. Regionally, site-related travel would add to regional trip generation and increase the vehicle miles traveled (vmt) within the overall airshed. Locally, Ballpark and Ancillary Development Projects traffic would be added to the downtown San Diego roadway system in and around the Ballpark and Ancillary Development Projects Area. If such traffic would: (1) occur during periods of poor atmospheric ventilation, (2) be comprised of a large number of vehicles "cold-started" and operating at pollution inefficient speeds, and (3) drive on roadways already crowded with traffic not associated with the Ballpark and Ancillary Development Projects; there would be a potential for the formation of microscale air pollution "hot spots" in the area immediately around points of congested traffic.

Secondary air quality impacts related to the Ballpark and Ancillary Development Projects derive from a number of other small, growth-connected emissions sources such as temporary emissions of dusts and fumes during construction of the Ballpark and Ancillary Development Projects, increased fossil-fuel combustion in power plants, evaporative emissions at gas stations or from paints, thinners or solvents used in construction and maintenance, increased air travel from area visitors, and dust from tire wear and re-suspended roadway dust. All these emission points would be temporary, or they would be so small in comparison to automotive sources related to the Ballpark and Ancillary Development Projects that their impact is negligible. They do point

out, however, that growth engenders increased air pollution emissions from a wide variety of sources, and thus further inhibits the near-term attainment of all clean air standards in the region.

Historical use of the sites in the downtown area have sometimes been accompanied by the use or spillage of materials now determined to be hazardous. Asbestos used in building components or hydrocarbons absorbed by underlying earth may need to be remediated before new construction can be initiated. Agencies such as the APCD and the RWQCB have strict regulations on the removal and disposal of such materials. For a detailed discussion on the hazardous materials and associated remediation activities, please refer to Section 5.13 of this document.

### 5.7.3.1 Ballpark Project

#### Construction Impacts

Air quality impacts during construction would be potentially significant. Air quality impacts during construction would be derived from two sources: dust from demolition, excavation, and site preparation, and exhaust emissions from the construction equipment working onsite and coming to the site from offsite locations.

**Construction Dust.** The demolition of existing paving, the excavation of utilities, the preparation of foundations and footings, and building assembly would create significant short-term air quality impacts related to dusts, fumes, equipment exhaust, and other air contaminants during the Ballpark Project construction period. In general, the most significant source of air pollution would typically be the dust generated during demolition, excavation, and site preparation.

Typical dust lofting rates from construction activities are usually assumed to average 1.2 tons of dust per month per acre disturbed. This rate is for total suspended particulates (TSP). TSP contains a limited fraction of particulate matter small enough (10-micron or less, called PM-10) to enter into human lung tissue. The typical lofting rate used in this analysis does not take into account standard dust control practices. Dust control through regular watering and other fugitive dust abatement measures required by the San Diego APCD can reduce dust emission levels from 50 to 75 percent. Various air districts and guidelines indicate that dust generation is about 26.4 pounds per day per acre. Approximately four acres could be under simultaneous disturbances before the 100 pound per day PM-10 significance threshold would be exceeded.

The total disturbance area in any given day may well exceed four acres, particularly during an intensive ballpark construction period. The emissions calculation based upon acreage alone is not sensitive to the type of use being constructed, but only to the size of the disturbance footprint. Based upon the likely disturbance area, the 100 pound per day PM-10 significance threshold may be exceeded.

Recent research has shown that adverse health impacts from particulate inhalation derive almost completely from the very smallest diameter particles of 2.5 micron diameter or less (PM-2.5). A new national air quality standard for PM-2.5 was adopted in 1997, although it has been put on

hold due to a federal appeals court hearing. PM-2.5 is made up mainly from combustion sources or from chemical reactions among chemically active gaseous pollutants. Soil disturbance contributes negligibly to PM-2.5. Soil disturbance material is generally chemically inert. Aside from the fact that identical levels of PM-10 emissions have already been analyzed in previous environmental documentation, the finding of air quality impact insignificance is further supported by the almost total absence of PM-2.5 and the chemical inertness of the emissions themselves.

In addition to small dust particles that remain suspended in the air semi-definitely, construction would also generate many large diameter particles which would be easily filtered by human breathing passages, but would settle out rapidly on parked cars and other nearby horizontal surfaces. Large particle emissions thus would comprise more of a soiling nuisance rather than any other potentially unhealthful air quality impact. With prevailing daytime onshore flow, dust soiling potential would likely be the greatest on any cars parked east of the construction area. Retail shops and residences may also experience increased amounts of dust accumulation. Good control of fine particulates would also result in a reduction in nuisance potential from larger particulate matter. While dust deposition can be minimized, it often cannot be completely eliminated. While temporary soiling nuisance is considered adverse, it would not constitute a significant air quality impact.

**Equipment Exhaust.** Equipment exhaust would be released during temporary construction activities, particularly from mobile sources during site preparation and from onsite equipment during actual construction. Construction activities are estimated by the California Air Resources Board (CARB) to require the expenditure of about 250,000 brake-horsepower hours (BHP-HR) of onsite equipment and offsite trucks to build out each acre. As with dust emissions, this average factor is based only upon acreage, and does not differentiate among types of commercial uses.

Construction equipment emissions would be widely dispersed in space and time by the mobile nature of much of the equipment itself. Furthermore, daytime ventilation during much of the year in downtown San Diego is usually more than adequate to disperse any local pollution accumulations near the Ballpark Project Area. Any perceptible impacts from construction activity exhaust would, therefore, be confined to an occasional "whiff" of characteristic diesel exhaust order, but not in sufficient concentration to expose any nearby receptors to air pollution levels above acceptable standards.

Construction activities are most noticeable in the immediate vicinity of the construction site. There would, however, be some "spill-over" into the surrounding community. Spillage may be physical such as dirt tracked onto public streets or dropped from trucks. Spill-over may also be through congestion effects where detours, lane closures, or construction vehicle competition with peak hour traffic not associated with the Ballpark Project slows traffic beyond the immediate construction site to less pollution-efficient travel speeds. Such offsite effects are controllable through good housekeeping and proper construction management/scheduling and, therefore, would not be significant.

### Remediation Impacts

As discussed in the Mitigated Negative Declaration for the East Village Hazardous Materials Remediation Project, referenced in Section 4.3.1.1, the remediation of existing hazardous materials within the area of the Proposed Activities would not result in any significant air quality impacts. Significant emissions of organic toxic air contaminants are not expected because organic vapors driven from the soils during treatment would be captured and further treated. The processes used for controlling air emissions during remediation are discussed in Section 5.13.3 of the SEIR. As with construction activities, remedial activities would create dust and engine emissions from equipment.

### Vehicular Emissions Impacts

The traffic study in Appendix B estimates that ballpark event could add up to 26,280 vehicle trips to local streets. Significant levels of NO<sub>x</sub> and ROG would be generated by this traffic. Table 5.7-3 summarizes the anticipated vehicular emissions from both the Ballpark and Ancillary Development Projects for opening day (2002) and buildout (2020) of the area. As indicated in the table, ballpark event vehicular emissions in both 2002 and 2020 for PM-10 would be lower than the corresponding significance threshold of 250 pounds per day, respectively. In 2002, ballpark event CO emissions would be more than ~~tripled~~<sup>double</sup> the significance threshold of 550 pounds per day; however, CO emissions would be reduced by about ~~50~~<sup>48</sup> percent in 2020 and would be less than ~~ten~~<sup>25</sup> percent higher than significance threshold. In 2002, ballpark event NO<sub>x</sub> and ROG would be higher than the significance threshold, but would be lower than the significance threshold in 2020. Thus, the ballpark events would have significant air quality impacts related to CO, NO<sub>x</sub> and ROG in 2002 and related to CO in 2020.

Direct microscale air quality impacts associated with "hot spots" would not be significant. Localized violations of CO standards require an elevated baseline condition plus localized congestion that create extended queues of idling vehicles of "cold-started", pollution-inefficient vehicles during periods of poorest dispersion which generally occur during winter in the early morning when inversions are strong and winds are light. ~~Although p.m. peak hour congestion would occur in the future along Tenth Avenue and G Street, this congestion would occur with or without the Ballpark Project.~~ Moreover, ballpark events commonly occur in evening during spring and summer when dispersion is excellent and the background CO levels are very low.

The possibility of CO hot spots was acknowledged and analyzed in the MEIR, but cars have continued to become cleaner, and overall background concentrations have declined faster than anticipated. The downtown area was a non-attainment area for CO when the MEIR was prepared. Development-related impacts were expected to exacerbate an existing adverse condition. The basin, as a whole, has since become an attainment area for CO with a very substantial margin of safety. Microscale air quality with implementation of the proposed Ballpark Project would be, therefore, better than previously analyzed. Impacts that were previously found to be significant would be considered less than significant even with implementation of a more intensive land use in the Ballpark Project Area than previously anticipated.

**TABLE 5.7-3**  
**Ballpark and Ancillary Development Project Related Vehicular Source Emissions <sup>1</sup>**  
**Emissions (pounds/day)**

	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM-10</b>
<b>Year 2002</b>				
Ballpark Event	142	312	1150	111
Ancillary Development <sup>2</sup>	640	1208	4533	429
<b>TOTAL</b>	<b>782</b>	<b>1520</b>	<b>5683</b>	<b>540</b>
<b>Significance Threshold</b>	<b>100</b>	<b>250</b>	<b>550</b>	<b>250</b>
<b>Year 2020</b>				
Ballpark Event	53	200	598	108
Ancillary Development <sup>2</sup>	334	1050	3251	567
<b>TOTAL</b>	<b>387</b>	<b>1250</b>	<b>3849</b>	<b>675</b>
<b>Change from 2002</b>	<b>&lt;395&gt;</b>	<b>&lt;270&gt;</b>	<b>&lt;1834&gt;</b>	<b>+135</b>

<sup>1</sup> Based on development scenario assumed for the traffic analysis.

<sup>2</sup> Includes non-event Ballpark Project traffic (e.g., Retail at the Park and administrative activities at the ballpark).

Source: California ARB URB7G

### 5.7.3.2 Ancillary Development Projects

#### Construction Impacts

Similar to the proposed Ballpark Project, short-term significant air quality impacts would occur during construction of the Ancillary Development Projects. Air quality impacts associated with construction would be derived from dust, fumes, equipment exhaust, and other air contaminants during demolition of existing paving, the excavation of utilities, the preparation of foundations and footings, and building assembly and would be significant. In general, the most significant source of air pollution would be dust generated during demolition, excavation, and site preparation.

#### Remediation Impacts

As discussed in Section 5.7.3.1, remediation activities would not result in significant air quality impacts.

#### Vehicular Emissions Impacts

Vehicular emissions associated with the Ancillary Development Projects (Table 5.7-3) indicate that vehicular emissions associated with the Ancillary Development Projects would create significant long-term air quality impacts as they would substantially exceed the significance

thresholds for CO, ROG, NO<sub>x</sub>, and PM-10 for 2002 and buildout (2020). It should be noted, however, that the ROG, NO<sub>x</sub>, and CO emissions are lower in 2020 due to improved emission controls on vehicles. Only the PM-10 would increase from 2002 to 2020. The most significant reduction would be in ROG which decreases by 306 pounds per day or 48 percent between 2002 and 2020 due to improved emission controls. Decreases in NO<sub>x</sub>, and CO would be 158 pounds per day (13 percent) and 1,282 pounds per day (28 percent), respectively. The increase in PM-10 would be 138 pounds per day (32 percent).

### 5.7.3.3 Plan Amendments

As the proposed Plan Amendments would allow the increase in traffic volumes and associated air emissions related to the Ballpark and Ancillary Development Projects, the Plan Amendments would have a significant impact on air quality.

### 5.7.4 Mitigation Measures

Reduction of potential air quality impacts from future development within the area of the Proposed Activities include the following measures contained in the Mitigation, Monitoring and Reporting Program (MMRP) adopted with the MEIR.

#### 5.7.4.1 Ballpark Project

##### MEIR Mitigation Measures

**Mitigation Measure 5.7-1:** Air quality impacts during construction would be mitigated through the use of the following techniques, as practical (MMRP C.1):

- Minimize simultaneous operation of multiple construction equipment units;
- Use low pollutant-emitting construction equipment;
- Use electrical construction equipment;
- Use catalytic reduction for gasoline-powered equipment;
- Use injection timing retard for diesel-powered equipment;
- Water the construction area to minimize fugitive dust; and
- Minimize idling time by construction vehicles.

**Mitigation Measure 5.7-2:** As part of the conditions of approval for certain activities projects (employers with 15 employees and developments of 25,000 sq. ft. or more), carpools, vanpools, staggered work hours, and the provision of bike storage facilities shall be encouraged through employer-sponsored participation and the implementation of the Centre City Parking Ordinance and the Centre City Transit Ordinance, as required by the City of San Diego (MMRP C.2.2).

*It should be noted, however, that the Proposed Plan Amendments would modify the Parking Ordinance, as it applies to the Ballpark and Ancillary Development Projects, and that the City currently has no Transit Ordinance.*



**Mitigation Measure 5.7-3:** Any site remediation procedures shall comply with all applicable rules and regulations of appropriate regulatory agencies and any necessary permits shall be obtained by remediation contractors (MMRP J.4).

In addition, traffic improvements as described in new MEIR Mitigation Measures 5.2-1 and 5.2-2 of this document would reduce air quality impacts.

### **Activity-Specific Mitigation Measures**

**Mitigation Measure 5.7-4:** Air quality impacts from fugitive dust potentially occurring during construction would be mitigated through the use of the following techniques:

1. All disturbed areas, including storage piles, which are not being actively used for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizers/suppressant, polyethylene film or vegetative ground cover.
2. All on-site, unpaved roads and off-site, unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
3. All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions by applying water or by presoaking.
4. When materials are transported off-site, all material shall be covered or effectively wetted to limit visible dust emissions, or at least six inches of freeboard space from the top of the container of material shall be maintained.
5. All operations shall expeditiously remove the accumulation of mud or dirt from adjacent public streets 1) once a day during earth-moving activities which occur adjacent to a public street or 2) on an as needed basis when land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill or demolition activities operations are occurring in an area that is not adjacent to a public street. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions, and use of blower devices on public streets is expressly forbidden.
6. Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions through the use of sufficient water or chemical stabilizer/suppressant.
7. Traffic speeds on unpaved roads shall be limited to 15 miles per hour.
8. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope of greater than 1%.

9. Wheel washers shall be installed for all trucks, or all trucks and equipment leaving the site shall be washed off.
10. All active construction sites shall be watered on an as needed basis.
11. Inactive storage piles shall be covered.
12. During initial grading, earth moving, or site preparation, activities of 5 acres or greater shall be required to construct a paved (or dust palliative treated) apron at least 100 feet long onto the site from the adjacent site if applicable, unless such an apron already exists, in which case it shall be retained. A wheel washdown area may be provided in lieu of a paved or dust palliative treated apron.
13. A publicly visible sign shall be posted with the telephone number and person to contact regarding dust complaints. This contact person shall respond and take corrective action within 24 hours after such call is received.
14. Prior to final occupancy, the developer shall demonstrate that all landscaped ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions.
15. Gravel pads must be installed at all access points to prevent tracking of mud on to public roads.
16. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
17. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite.
18. Prior to land use clearance, the developer shall include dust control requirements as a note on a separate informational sheet to be recorded with the final map, and all requirements also shall be shown on grading and building plans.
19. Appropriate safety equipment in accordance with OSHA requirements should be used by all employees involved in grading or excavation operations during dry periods to reduce the potential for inhalation of toxic dusts.

**Mitigation Measure 5.7-5:** Air quality impacts from engine exhaust potentially occurring during construction would be mitigated through the use of the following techniques:

1. Alternative fueled construction equipment will be used where such equipment is readily available and appropriate for the collective tasks assigned to the particular equipment.

2. The minimum practical engine size that is readily available and appropriate for the collective tasks assigned to the particular equipment shall be used.
3. Post-combustion controls shall be implemented for construction equipment as follows:
  - a) Oxidation or three way catalysts shall be installed on all off-road construction equipment which will be onsite for longer than five working days.
  - b) Diesel particulate filters (soot filters) shall be installed on all excavation and grading equipment and generators larger than 100 hp which will be on site for longer than five working days.
  - c) When available, any off-road construction equipment purchased, or any equipment requiring an engine replacement, for use on the development site shall be equipped with a "Blue Sky" series engine.
  - d) Notwithstanding the above requirements, the following equipment is excluded from the requirements for post-combustion controls:
    - All cranes are excluded from the requirements for post-combustion controls. Practice has demonstrated that post-combustion controls are not effective since operating engine temperatures do not get hot enough for the post-combustion controls to work. In addition, there is a concern that such equipment could affect the engines operation thus creating a safety concern if the engine caused unstable operation while hoisting materials..
    - All on-road mobile sources including delivery and hauling equipment and equipment used to transport employees and visitors to and from the job-site.
    - All equipment which is deemed to be inappropriate for post combustion control retrofit by the post combustion control equipment vendor or the manufacturer of the equipment to be retrofitted due to 1) physical limitations caused by size, orientation or incompatibility of equipment parts, 2) reduction in the safe operation of the equipment to be retrofitted, or 3) little or no anticipated abatement of carbon monoxide, hydrocarbons or particulate in exhaust gas if retrofitted.
4. Construction workers should be encouraged to carpool and eat lunch on site.
5. Construction activities should use new technologies to control emissions, as they become readily available and feasible.

**Mitigation Measure 5.7-6:** Air quality impacts from toxic and criteria pollutant emissions of vehicles using the Ballpark Project during the operational phase of the Proposed Activities would be partially mitigated through the use of the following techniques:

1. Participation in the car scrapping program established by the County of San Diego to remove older, higher emitting vehicles from the roads.
2. Providing free parking for electric vehicles at the Park at the Park.
3. Providing incentives for carpools, vanpools and low emitting and electric vehicles during events at the ballpark.
4. Using electric maintenance carts for operations at the ballpark where feasible.
5. Permit installation of two battery charging facilities by interested parties at the Ballpark Project parking structures to promote the use of electric vehicles.
6. Structuring toll collection at Ballpark Project parking lots to eliminate delay otherwise caused by toll collection when exiting the lots after a ballpark event.
7. Encouraging MTDB to use buses with clean burning engines or post combustion controls in the area surrounding the ballpark on the days on which there is a ballpark event.
8. Establishing incentives for parking at outlying areas and using mass transit to access the ballpark.
9. Encouraging use of for-fee bus and trolley service from outlying areas to the ballpark.

Road improvements or traffic control programs identified in Mitigation Measures 5.2-3 through 5.2-9 and 5.2-14 would reduce automobile emissions by decreasing traffic congestion and encouraging use of mass transit.

#### **5.7.4.2 Ancillary Development Projects**

Mitigation measures identified above for the Ballpark Project would also apply to the Ancillary Development Projects. Mitigation Measures 5.7-1 through 5.7-~~6~~<sup>3</sup> originally adopted with the MEIR are necessary based on the non-attainment status of the airshed and the proximity of existing pollution-sensitive land uses.

#### **5.7.4.3 Plan Amendments**

No mitigation measures beyond those identified for the Ballpark Project would be required for the Plan Amendments.

## **5.7.5      Significance of Impact After Mitigation**

### **5.7.5.1      Ballpark Project**

#### Traffic Emissions

Traffic associated with the Ballpark Project would produce significant levels of air pollutants which would result in significant impacts by contributing to existing air quality problems. Mitigation Measures 5.7-2, 5.7-3, 5.7-5, and 5.7-6 as well as Mitigation Measures 5.2-1 through 5.2-9 and 5.2-14 would be applied to implement roadway improvements and reduce traffic volumes through strategies such as mass transit, carpools and bike storage. However, these measures would not be sufficient to reduce air emissions related to the Ballpark Project to below a level of significance.

#### Construction Emissions

Impacts to air quality from construction emissions such as dust, fumes, and equipment exhaust would be mitigated below a level of significance through implementation of Mitigation Measures 5.7-1, 5.7-4, and 5.7-5. These measures requires the use of techniques during construction to minimize emissions such as application of water to control dust, minimization of simultaneous use of equipment, limiting equipment running time and encouraging the use of low emissions equipment. In addition, the construction impacts would be short-term in nature.

#### Hazardous Materials

The potential impact to air quality resulting from the release of hazardous materials during remediation would be mitigated to below a level of significance with the implementation of Mitigation Measures 5.7-3 and 5.13-9. These measures insures that any site remediation complies with applicable rules and regulations and obtains the necessary permits.

### **5.7.5.2      Ancillary Development Projects**

As with the Ballpark Project, the Ancillary Development Projects could result in significant direct impacts to air quality related to traffic emissions, construction emissions, and hazardous materials as described above. These traffic emissions would be reduced by Mitigation Measures 5.2-1, through 5.2-9 and 5.2-14 but not below a level of significance. The construction emissions and possibility of hazardous materials release would be mitigated to below a level of significance by implementation of Mitigation Measures 5.7-1, and 5.7-3, 5.7-4, and 5.7-5.

### **5.7.5.3      Plan Amendments**

As the Plan Amendments would allow the air quality impacts associated with the Ballpark and Ancillary Projects, the Plan Amendments would have significant but mitigated air quality impacts related to construction and hazardous materials remediation. Impacts related to traffic emissions would be significant and not mitigated.

### 5.7.6 Relationship To The MEIR

The MEIR concludes that implementation of the Redevelopment Project would result in significant cumulative impacts to air quality related to automobile traffic, construction and hazardous materials emissions during remediation. As the Ballpark and Ancillary Development Projects would increase the vehicular air emissions over that assumed in the MEIR, the Proposed Activities would increase the air quality impacts over that assumed by the MEIR.

The MEIR concludes that cumulative air quality impacts of the Redevelopment Project would be reduced but not to a level below significance through MEIR Mitigation Measures C.1, C.2.2, and C.2.3. These measures require implementation of a variety of techniques during construction activities to minimize emissions. However, unless the 60 percent peak hour transit goal is met, the air quality impacts from automobile trips would not be reduced to below a level of significance. ~~No activity-specific mitigation measures are identified in this SEIR.~~ The proximity of the ballpark to mass transit opportunities would result in meeting the goal of reducing reliance on the automobile.

Additional activity-specific mitigation would be required for the ballpark. Addition of emission controls during construction (Mitigation Measures 5.7-4 and 5.7-5) are required. Post-construction measures are also required to minimize long-term impacts of mobile emission sources (Mitigation Measure 5.7-6). These measures should be added to the MEIR measures.

Thus, the conclusions of the MEIR Findings regarding air quality impacts associated with the overall Redevelopment Project would not change with approval of the Proposed Activities.

## **5.8 GEOLOGY/SOILS**

The following discussion summarizes the geotechnical report for the Ballpark and Ancillary Development Projects prepared by URS Greiner Woodward Clyde Consultants in December 1998. The complete report is contained in Appendix F of the technical appendices. As discussed earlier, the focus of the geologic analysis is on the Primary Plan Amendment Area, although the conditions would be expected to be similar in the Secondary Plan Amendment Area.

### **5.8.1 Existing Conditions**

#### **5.8.1.1 Geologic Setting**

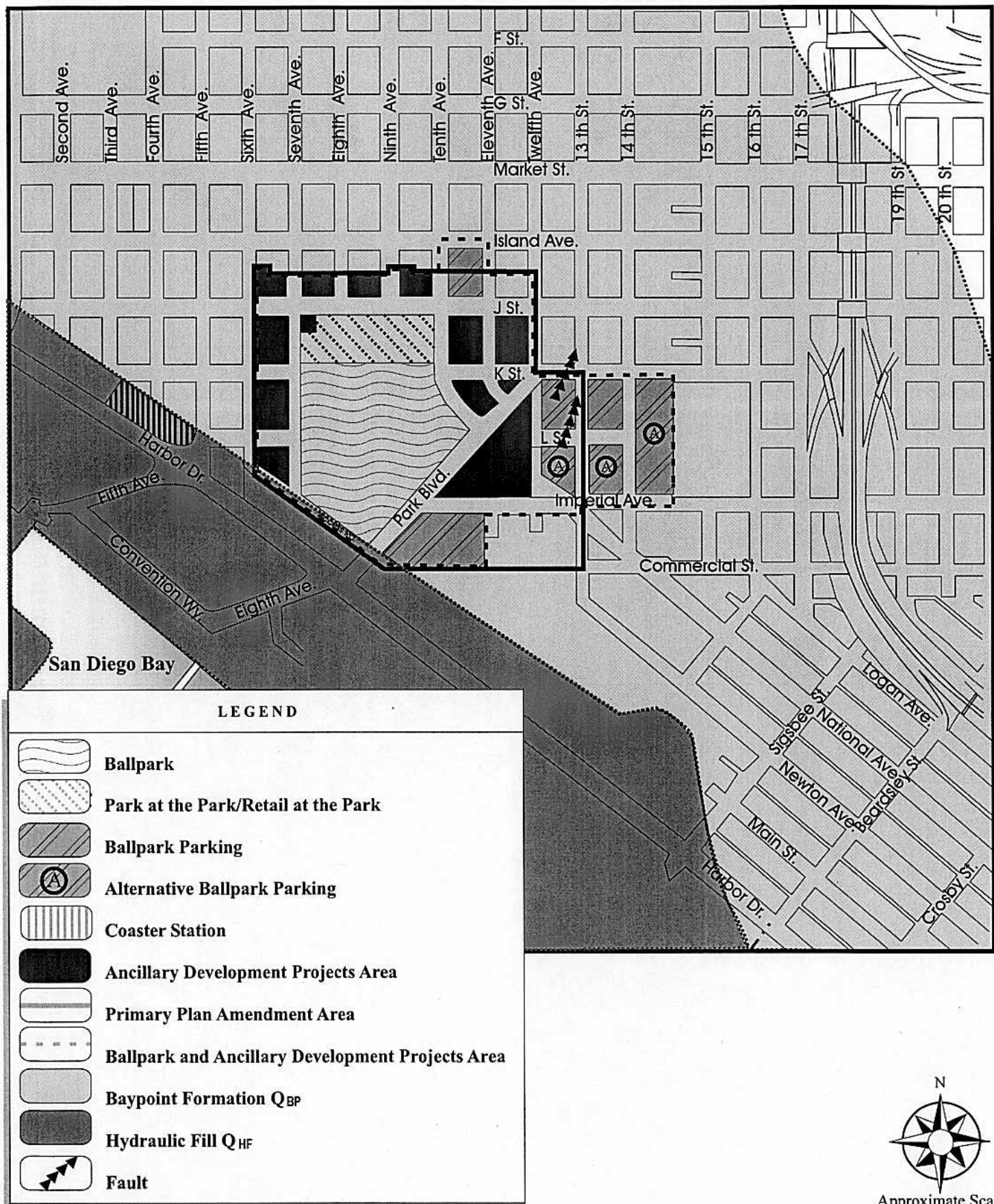
The site lies in an area of low relief within the coastal plain adjacent to San Diego Bay. The site is located north of the historical high tide line along the margins of an area that was previously characterized by the tidal flats and marshes that naturally existed around San Diego Bay.

The general ground surface in the Ballpark and Ancillary Development Projects Area has been largely modified and filled. However, indications of a former drainage (Switzer Canyon) occur in the eastern margin of the Ballpark and Ancillary Development Projects Area. The low area of the old Switzer Canyon is thought to be formed by faults. Topographically, the low area steps up at Twelfth Avenue where the Ballpark and Ancillary Development Projects Area becomes relatively flat. The ground surface within the Ballpark and Ancillary Development Projects Area slopes uniformly down towards the bay in a southwesterly direction. Ground surface elevations range from about 40 feet above Mean Sea Level (MSL) near the intersection of Twelfth Avenue and J Street to a low of about eight feet above MSL near the intersection of Seventh Avenue and Commercial Street.

#### **Geologic Units**

Subsurface conditions within the upper 50 feet of the Ballpark and Ancillary Development Projects Area consist of shallow fill soils underlain by dense to very dense marine sediments of the Late Pleistocene Bay Point Formation (Figure 5.8-1). Fill soils encountered in borings in the Primary Plan Amendment Area ranged from one to three feet thick. However, existing trench backfill soils for buried sewer, storm drain, and other utilities may be in excess of five feet deep in many areas.

Late Pleistocene marine sediments of the Bay Point Formation exist throughout the Ballpark and Ancillary Development Projects Area below the fill soils (where fills are present). These soils may be characterized as an upper ten to fifteen feet of medium dense to dense silty fine sand over five to ten feet of dense to very dense poorly graded fine sand over highly variable interbedded stiff to hard sandy lean clay and dense to very dense silty to clayey sand.



Source: City of San Diego Seismic Safety Study, 1995

Geologic Map. Figure 5.8-1



## Groundwater

Groundwater in the Primary Plan Amendment Area was encountered at eight feet to 12 feet below the ground surface. These estimates are based on monitoring wells as well as nearby offsite test borings. Some fluctuations of the groundwater table are likely due to seasonal effects, and to a lesser extent, tidal fluctuations.

### **5.8.1.2 Tectonic Setting**

The tectonic setting of the San Diego area is influenced by plate boundary interaction between the Pacific and North American lithospheric plates. This crustal interaction occurs along a broad zone of northwest-striking, predominantly right-slip faults spanning the width of the Peninsular Ranges and extending offshore into the California Continental Borderland Province. In the San Diego area, this zone extends from the San Clemente fault zone, located approximately 60 miles west (offshore) to the San Andreas Fault, located approximately 90 miles east of San Diego.

Geologic, geodetic, and seismic data indicate that the faults along the eastern margin of the plate boundary, including the San Andreas, the San Jacinto, and Imperial Faults, along with their associated branches, are currently the most active and appear to be dominant in accommodating the motion between the two adjacent plates. A smaller portion of the relative plate motion is being accommodated by northwest-striking faults to the west including the Elsinore, Rose Canyon, San Miguel, and Agua Blanca fault zones, and offshore faults including the Coronado Band, San Diego Trough, and San Clemente fault zones. Many of these faults have experienced historic seismic activity.

## Historical Seismicity

The historical pattern of seismic activity in coastal San Diego (since about the 1930s) has generally been characterized as a broad scattering of small magnitude earthquakes. This is in contrast with the surrounding regions of Southern California, northern Baja California, and the nearby offshore regions, which are characterized by a high rate of seismicity, where many large to moderate earthquakes have occurred during the past 50 years or so. Although the historical seismicity for San Diego during the short period of observations is low, geologic data indicates that the Rose Canyon Fault Zone represents a significant seismic hazard to all of the coastal metropolitan region of San Diego, and is clearly capable of generating large earthquakes. The San Diego Bay region is considered to lie within the Rose Canyon Fault Zone and has been the location of repeated small to moderate magnitude earthquakes. A 1985 series of earthquakes (largest event M4.7) were centered generally within about 0.6 mile south of the San Diego-Coronado Bay Bridge. A similar series of small earthquakes in 1964 were also generally located beneath the southern San Diego Bay.

## Local Faults

**Rose Canyon Fault.** Based on present geologic mapping, the Ballpark and Ancillary Development Projects Area, like much of downtown San Diego, is located generally within the

Rose Canyon fault zone, which extends along the northeast flank of Mount Soledad and continues southward along the eastern margins of Mission Bay. Between Mission Bay and San Diego Bay, the zone appears to widen and diverge. At least three principal faults extend across to Coronado and beyond to the south. The three principal faults identified in the offshore area of San Diego Bay are the Spanish Bight, Coronado, and Silver Strand Faults (Figure 5.8-2). Based on indications that several areas in the eastern downtown area show faults with Holocene (last 10,000 years) displacements, these areas are considered to be active. Both of these areas have been zoned by the California Department of Mines and Geology as Earthquake Fault Zones (Alquist-Priolo zone).

**Downtown Graben.** The active faults in the eastern downtown area have been referred to as the "Downtown Graben". The graben, or downthrown fault-bounded block, defines an approximately 1,000-foot-wide area, roughly bounded by C and F Streets between Twelfth Avenue and 15th Street. The western margin of the graben is believed to be defined by faults encountered several city blocks north of the Ballpark and Ancillary Development Projects Area, between Twelfth Avenue and 13th Street. Based on a broad, subtle topographic swale, the faults comprising the graben probably continue south towards the Bay.

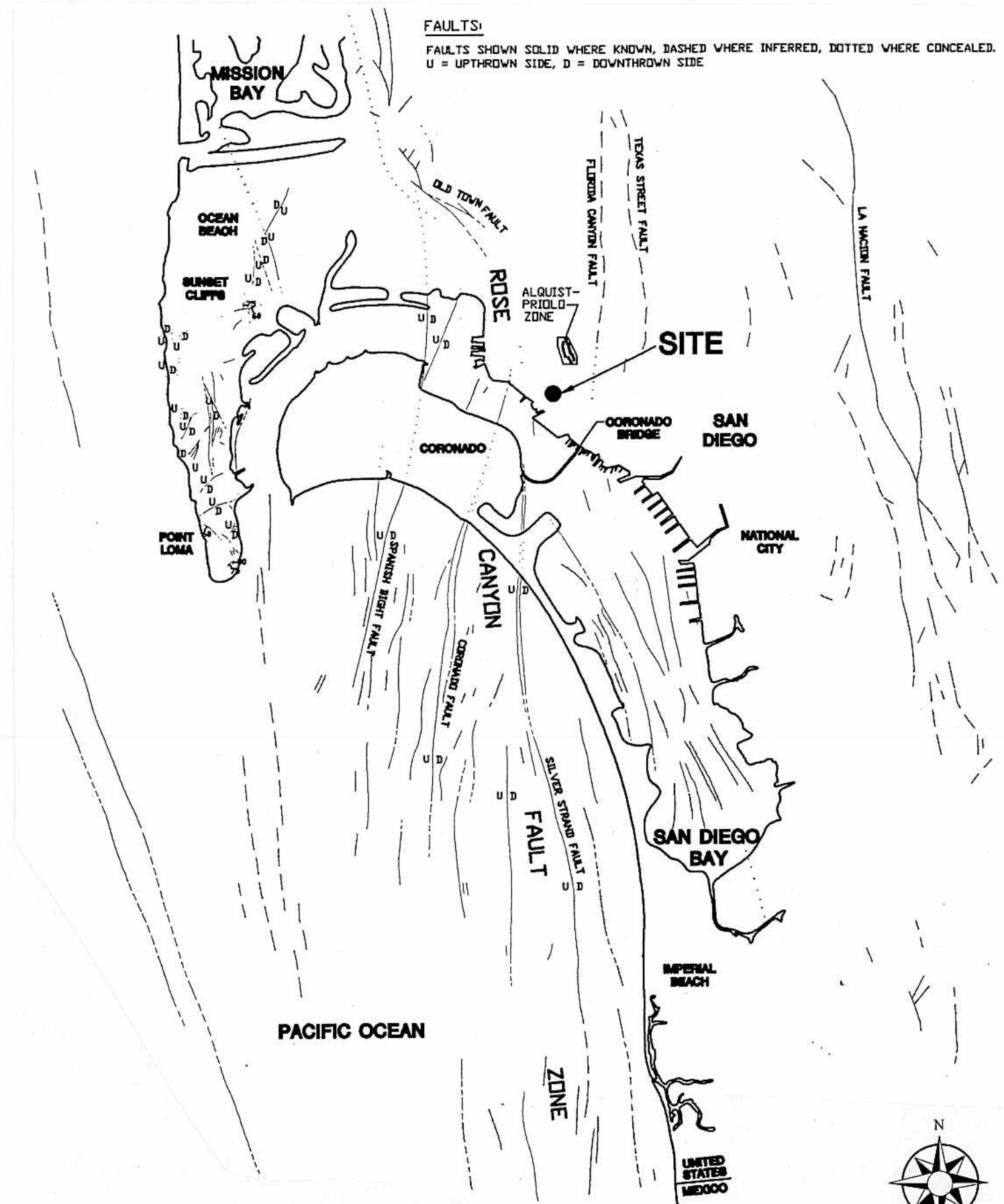
**San Diego Bay.** The California Department of Mines and Geology conducted seismic reflection profiles of San Diego Bay as part of the seismic retrofitting evaluations of the Coronado Bridge. These investigation resulted in revised locations and orientation of faults in the vicinity of the bridge. The newly mapped faults have northeasterly trends, and generally correspond with the Silver Strand Fault, as previously mapped. The possible continuation of these faults on land has not been investigated.

### Liquefaction

Liquefaction is a phenomenon where loose, saturated, and relatively cohesionless soil deposits lose strength during strong ground motions. Primary factors controlling development of liquefaction include intensity and duration of ground accelerations, characteristics of the subsurface soil, in situ stress conditions, and depth of groundwater. Because the site is predominantly underlain by dense to very dense sands and sandy clays of the Bay Point Formation, the probability of soil liquefaction affecting the site is considered to be low.

# **FAULTS:**

FAULTS SHOWN SOLID WHERE KNOWN, DASHED WHERE INFERRED, DOTTED WHERE CONCEALED.  
U = UPTHROWN SIDE, D = DOWNTHROWN SIDE



Source: CDMG Map Sheet 40, M.P. Kennedy and E.E. Welday, 1980 and CDMG S.R. 123, Kennedy & TAN, 1975



Approximate Scale  
1 inch = 10,000 feet

## **5.8.2      Significance Criteria**

For purposes of this SEIR, impacts related to geological resources would be significant if the Proposed Activities would:

- Locate structures on unstable geologic formations or within 500 feet of an active fault.

## **5.8.3      Environmental Impacts**

### **5.8.3.1      Ballpark Project**

#### **Fault Rupture**

Based on available information, the proposed ballpark, Park at the Park or Retail at the Park do not appear to be traversed by a fault that has significantly displaced the Pleistocene Bay Point Formation. No active nor potentially active faults appear to be present. Lacking indications of faults in the near-surface Pleistocene sediments underlying the Ballpark, Park at the Park, and Retail at the Park, and since new ruptures are likely to occur along past rupture surfaces faulting is not considered a significant development constraint within the Ballpark Project Area.

A fault appears to traverse the area designated for the proposed surface parking lots. This fault, mapped between Twelfth Avenue and 13<sup>th</sup> Street, likely continues south through the Secondary Plan Amendment Area. The risk posed by this fault would be low due to the proposed use. A fault rupture in a surface parking lot would not pose a significant public safety risk.

#### **Groundshaking**

Major seismic events in the region could significantly impact the Ballpark Project. The proposed Ballpark Project site, like all of downtown San Diego, is likely to experience moderate to severe groundshaking in response to nearby or distant large magnitude earthquakes from a number of active fault zones, including the Rose Canyon Fault, fault zones in northern Baja California, active fault zones off shore, and in the Imperial Valley. The Ballpark and Ancillary Development Projects Area is located within a mile or so of the Rose Canyon Fault which is considered a significant seismic hazard to the San Diego metropolitan area.

The estimated magnitude of a maximum credible earthquake along the Rose Canyon Fault Zone ranges from M6.5 to M7.2. The "maximum credible earthquake" generally represents a rare seismic event with a very low probability of occurrence and is usually not the design basis earthquake for developments of this nature. With the requirement that all buildings comply with the seismic standards of the Uniform Building Code Seismic Risk Zone 4, the potential for significant structural damage due to groundshaking would be low.

### Liquefaction

Liquefaction is not considered to be a significant seismic hazard to the proposed Ballpark Project because of the generally dense, granular characteristics of the Late Pleistocene Bay Point Formation. Therefore, impacts associated with liquefaction are considered to be low.

#### **5.8.3.2 Ancillary Development Projects**

### Fault Rupture

As indicated earlier, a known fault is located running diagonally from K to L Streets between Twelfth Avenue and 13th Street. As much of this area is proposed to be utilized for ballpark parking, the public safety risk is considered low. However, should some of these areas be developed with ancillary development uses or converted to ancillary uses in the future, the fault ruptures would pose a significant public safety risk. Rupture could cause substantial damage or collapse of buildings constructed immediately over the ruptures.

### Groundshaking

Impacts associated with the groundshaking would be significant since known faults underlie the area between J Street and Imperial Avenue, west of 13th Street.

### Liquefaction

Similar to the Ballpark Project, liquefaction is not considered to be a significant hazard in the area of the Ancillary Development Projects based on the generally dense, granular characteristics of the Late Pleistocene Bay Point Formation. Therefore, the potential for liquefaction hazards is considered to be low in the Ancillary Development Projects Area.

#### **5.8.3.3 Plan Amendments**

In and of themselves, the proposed Plan Amendments would not result in significant geology and soils impacts related to fault rupture, groundshaking, and liquefaction. Any development within the area of the Proposed Activities would be exposed to geologic hazards. In addition, the proposed land use regulation changes within the Secondary Plan Amendment Area would not change the allowed land uses within the area. Therefore, redevelopment within the Secondary Plan Amendment Area, under either the existing plans or the proposed amended plans, would have a similar level of impact associated with geology and soils.

#### **5.8.4 Mitigation Measures**

Mitigation of potential geologic hazards which may affect future development within the Ballpark and Ancillary Development Projects Area include the following measures contained in the Mitigation, Monitoring and Reporting Program (MMRP) adopted with the MEIR.

### 5.8.4.1 Ballpark Project

#### MEIR Mitigation Measures

**Mitigation Measure 5.8-1:** As required by the City of San Diego, a detailed geotechnical field study shall be required per the Seismic Safety Plan for San Diego prior to the issuance of a grading permit. Specific mitigation measures shall be selected after this study has been completed. Mitigation measures shall be incorporated into the grading plans and may include: removal of artificial fill, recompaction of artificial fill, or support structures sunk below the artificial fill (MMRP H.1).

**Mitigation Measure 5.8-2:** As required by the City of San Diego, a geotechnical investigation for each individual development site shall be identified through consultation with the City Engineering and Development Department and be conducted prior to construction. Following the proper geotechnical investigations, activity~~project~~ approvals shall be contingent on the suitability of the proposed land use to the risk zone or modified risk zone of the proposed activity~~project~~. Effects of seismic shaking may be mitigated by adhering to the Uniform Building Code (UBC) or state-of-the-art seismic design parameters of the Engineering Association of California (MMRP H.2).

**Mitigation Measure 5.8-3:** Site-specific geotechnical studies shall be prepared, as required by the City Building Department, to support structural design and obtain a building permit, to identify and require any necessary mitigation for any identified specific soil problems (MMRP H.3).

**Mitigation Measure 5.8-4:** Dewatering of the main water table and perched zones during construction would mitigate impacts of high groundwater levels in construction. However, the dewatering necessary to complete construction may cause a temporary localized lowering of the groundwater table and could result in land subsidence and/or the movement of contaminants in the groundwater. Therefore, the developer shall conduct site-specific groundwater investigations in areas identified as problematic by the hazardous materials assessment in conformance with applicable regulations. Any necessary site-specific studies shall include groundwater level monitoring and aquifer characterization by aquifer testing. Dewatering near any plume of hydrocarbon contamination shall be kept to a minimum and of short duration to prevent potential movement of the plume (MMRP H.4.1).

**Mitigation Measure 5.8-5:** As required by applicable regulations, structures shall be designed to withstand hydrostatic pressures (MMRP H.4.2).

### 5.8.4.2 Ancillary Development Projects

#### MEIR Mitigation Measures

Mitigation Measures 5.8-1 through 5.8-5 would be implemented as specific development is proposed, and would reduce potential geology and soils impacts below a level of significance.

### **5.8.4.3 Plan Amendments**

Development in accordance with the existing plan or the proposed Plan Amendments would result in similar impacts associated with geology and soils. No significant geology and soils impacts were identified in relation to the Plan Amendments; therefore, no mitigation measures would be required.

## **5.8.5 Significance of Impact After Mitigation**

### **5.8.5.1 Ballpark Project**

#### Seismicity

Impacts to the Ballpark Project resulting from seismic activity such as shaking and rupture from faults would be mitigated to below a level of significance through implementation of Mitigation Measures 5.8-1 through 5.8-5. These mitigation measures require that specific geotechnical studies and investigations be performed to identify possible seismic safety hazards and to incorporate specific mitigation to alleviate any significant risks.

### **5.8.5.2 Ancillary Development Projects**

#### Seismicity

Seismic-related impacts to future ancillary development would also be mitigated to below a level of significance through implementation of Mitigation Measures 5.8-1 through 5.8-5.

### **5.8.5.3 Plan Amendments**

No significant geology and soils impacts beyond those for the Ballpark and Ancillary Development Projects would be associated with the Plan Amendments, and they would be mitigated to below a level of significance.

## **5.8.6 Relationship To The MEIR**

The MEIR concludes that implementation of the Redevelopment Project would have potential significant impacts with respect to geology/soils, more specifically with respect to lithology, faulting and seismicity, soils and groundwater. No new geologic hazards are identified in this SEIR.

The MEIR concludes that completion of detailed geotechnical investigations and inclusion of all remedial measures identified in those studies in future development within the Redevelopment Project would reduce geology/soils impacts to below a level of significance. MEIR Mitigation Measures H.1 through H.3 would require that all future development within the Redevelopment Project complete and implement geotechnical investigations.

The approval of the proposed Plan Amendments would not change the MEIR conclusion that significant geology/soils impacts would be reduced to below a level of significance.



## **5.9 PALEONTOLOGICAL RESOURCES**

The following discussion summarizes information regarding paleontological resources included in the MEIR.

### **5.9.1 Existing Conditions**

The Ballpark and Ancillary Development Projects Area is underlain by Late Pleistocene Bay Point Formation (Qbp) which is composed predominantly of marine and non-marine, fine-and medium-grained, pale brown sand. The MEIR indicates the Bay Point Formation is considered to have low to moderate paleontological resource potential due to the lack of canyon and hillside exposures. Fossil remains are generally confined to the subsurface and are generally only encountered during deep excavations. Fossils recovered from these deposits are generally a variety of molluscan species, foraminifera and ostracods. Mollusks include snails, clams, mussels, and other small-shelled creatures. Foraminifera are single-celled organisms with outer skeletons made of calcium carbonate. Ostracods are microscopic, bivalved organisms with calcium carbonate shells.

According to the County of San Diego Paleontological Resources Map prepared by the San Diego Natural History Museum, the Ballpark and Ancillary Development Projects are located in an area of moderate paleontological sensitivity.

### **5.9.2 Significance Criteria**

For the purposes of this SEIR, impacts to paleontological resources would be significant if the Proposed Activities would:

- Alter a geologic formation possessing the potential for significant paleontological resources.

### **5.9.3 Environmental Impacts**

#### **5.9.3.1 Ballpark Project**

All portions of the development that involve grading or excavation beyond the one to three foot depth of surficial fills for foundations, subterranean parking, or below grade features including utility trenches would have the potential to expose fossil-containing geologic formations. Whenever geologic formations containing fossils are excavated, there is the potential for adverse impacts to the region's paleontological resources. The geologic formations underlying the Ballpark Project Area are considered to have a low to moderate potential for fossils. The portions of the Ballpark Project that would involve the reuse of existing structures would not impact paleontological resources as long as no excavation within or outside of the structures is required to repair and reuse such structures. All other portions of the Ballpark Project that require excavation have the potential for significant impacts to paleontological resources.

### 5.9.3.2 Ancillary Development Projects

Impacts for Ancillary Development Projects would be similar to the impacts associated with the Ballpark Project. Any activity that includes grading and excavation below the depths of the surficial fill has the potential to disturb geologic formations containing fossils, therefore, causing potentially significant impacts to paleontological resources.

### 5.9.3.3 Plan Amendments

Redevelopment under either the existing plans or the proposed plans would have a similar level of impact to paleontological resources.

## 5.9.4 Mitigation Measures

Mitigation of potential impacts to paleontological resources would be achieved through the measures contained in the Mitigation, Monitoring and Reporting Program (MMRP) adopted with the MEIR.

### 5.9.4.1 Ballpark Project

#### MEIR Mitigation Measures

***Mitigation Measure 5.9-1:*** ~~In conformance with applicable requirements, the developer shall retain a qualified paleontologist or paleontological monitor to monitor excavation activities when they would occur within an area rated moderate or high for paleontological resources. Monitoring is not required in moderate areas when the excavation would be less than 2,000 cubic yards and ten feet in depth. In areas with a high potential for paleontological resources, monitoring is not required when excavation would be less than 1,000 cubic yards and ten feet in depth. Monitoring is not required in areas rated zero to low. If significant paleontological resources are observed, carry out an appropriate mitigation program will be carried out.~~ The developer shall certify that the required mitigation or monitoring personnel will be given adequate advance notice of the start of the subject activities and adequate coordination with the contractor will be guaranteed by the developer.

When fossils are discovered, the paleontologist or paleontological monitor (an individual who has experience in the collection and salvage of fossil materials who works under the direction of a qualified paleontologist) shall recover them. In most cases this fossil salvage can be completed in a short time. However, some fossil specimens may require extended salvage time. In these instances the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, or divert, or halt excavation work to allow recovery of fossil remains in a timely manner.

When monitoring is required, A paleontologist or paleontological monitor shall be present onsite at all times during the original cutting of previously undisturbed sediments within the San Diego Formation which is known to have a high resource sensitivity, to inspect the excavation and spoils for the presence of fossil remains. A paleontologist or paleontological monitor shall be onsite at least half-time during the original cutting or previously undisturbed sediments in the Bay Point

Formation which is known to have a moderate resource sensitivity, except if a representative initial sample of the site reveals no significant fossil remains to the satisfaction of the paleontological monitor, then such monitoring may be terminated.

Fossil remains collected during the monitoring and salvage portion of the mitigation program shall be cleaned, sorted, and cataloged and then with the owner's permission, deposited in a scientific institution with paleontological collections.

A final summary report shall be prepared outlining the methods followed and summarizing the results of the mitigation program. This report shall also include a list of the kinds of fossils recovered, and a summary of the stratigraphic context of all collecting localities. This report shall be submitted to the Redevelopment Agency, the San Diego Natural History Museum and any scientific institution that received salvaged fossils from the activityproject (MMRP K.1).

#### Activity-Specific Mitigation Measures

No additional activity-specific mitigation measures would be required.

#### **5.9.4.2 Ancillary Development Projects**

Impacts to paleontological resources associated with the Ancillary Development Projects would be similar to those identified in the MEIR and the Ballpark Project. As noted in discussion of impacts associated with the Ballpark Project, the mitigation measures adopted with the MEIR would reduce impacts to paleontological resources to below a level of significance. Therefore, no additional mitigation measures would be required.

#### **5.9.4.3 Plan Amendments**

Impacts to paleontological resources associated with the proposed Plan Amendments would be similar to those associated with the existing Redevelopment Plan. The mitigation measures adopted with the MEIR would reduce impacts to paleontological resources to below a level of significance. Therefore, no additional mitigation measures would be required.

### **5.9.5 Significance of Impact After Mitigation**

#### **5.9.5.1 Ballpark Project**

##### Fossil Disturbance

Grading or excavation below depths of surficial fill has the potential to disturb geologic formations containing fossils resulting in a significant paleontological impact. This impact would be mitigated to below a level of significance through implementation of Mitigation Measure 5.9-1 which requires the monitoring of grading, recovery and curation of any discovered fossils, and a report which summarizes the mitigation monitoring.

### **5.9.5.2 Ancillary Development Projects**

Similar to the Ballpark Project, impacts to paleontological resources would be mitigated to below a level of significance through implementation of Mitigation Measure 5.9-1.

### **5.9.5.3 Plan Amendments**

Similar to the Ballpark and Ancillary Development Projects, impacts to paleontological resources associated with the Plan Amendments would be mitigated to below a level of significance through implementation of Mitigation Measure 5.9-1.

### **5.9.6 Relationship To The MEIR**

The MEIR concludes that implementation of the Redevelopment Project would have potential significant impacts on paleontological resources. No potential new impacts to paleontological resources are identified in this SEIR.

The MEIR concludes that potential significant impacts of the Redevelopment Project on paleontological resources would be reduced to below a level of significance. This would be achieved through MEIR Mitigation Measure K.1 (Mitigation Measure 5.9-1) which requires that an appropriate mitigation program be carried out by a qualified paleontologist or paleontological monitor. This measure would adequately mitigate paleontological impacts associated with the Proposed Activities.

The approval of the proposed Plan Amendments would not change the MEIR conclusion that potential significant impacts on paleontological resources would be reduced to below a level of significance with implementation of MEIR Mitigation Measure K.1.

## 6.0 CUMULATIVE IMPACTS

Section 15130 of CEQA requires that an EIR address cumulative impacts of an activity when the activity's incremental effect would be cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual activity would be considerable when viewed in connection with the effects of past, current or probable activities. A cumulative effect is not considered considerable if the effect would be essentially the same whether the proposed activity is implemented or not. Probable activities include those which: (1) have an application on file at the time the Notice of Preparation is released, (2) are included in an adopted capital improvement program, general plan, regional transportation plan, or similar plan, (3) are included in a summary of projections of activities designated in a general plan or similar plan, (4) are anticipated as later phases of approved activities, or (5) are included in money budgeted by public agencies.

The basis for the analysis of cumulative impacts is dependent on the nature of the issue. According to Section 15130 of the CEQA Guidelines, the discussion of cumulative effects need not provide as great a detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness.

The time frames used in this cumulative analysis are divided into short-term and long-term. Short-term cumulative impacts would occur in the next five to ten years while long-term impacts would occur at buildout of the Redevelopment Project Area.

The evaluation of cumulative impacts is required by Section 15130 of CEQA to be based on either: (1) a list of past, present, and probable activities producing related or cumulative impacts, or (2) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

The MEIR, which serves as a base document for this evaluation, provides a discussion of cumulative impacts within the Redevelopment Project Area as well as regional cumulative impacts. For those cumulative impacts which are not associated with the proposed Ballpark and Ancillary Development Projects or associated Plan Amendments, this evaluation will rely on the MEIR. For the activity-specific cumulative impacts, the evaluation will be based on the analysis performed for this SEIR.

Reasonable mitigation measures must be discussed; however, CEQA acknowledges that with some projects, the only feasible mitigation measures for cumulative impacts may involve the adoption of ordinances or regulations rather than the imposition of conditions on a project-by-project basis.

Detailed analysis of cumulative impacts is provided in Section 5.0 of this SEIR. This section is intended to summarize and augment, as appropriate, the results of the analysis in Section 5.0. Based on the analyses in this SEIR, significant cumulative impacts would occur with respect to

air quality, cultural resources, light/glare, noise, population/housing, public services, water quality, transportation, circulation and parking. Cumulative impacts associated with other issues are considered not significant; the basis for this conclusion is presented later in this section.

This section examines cumulative effects of the Ballpark and Ancillary Development Projects on a regional or local basis depending on the nature of the impact. Air quality, light/glare, water quality and solid waste impacts are considered on a regional basis. The area of analysis used for air quality is the San Diego Air Basin. The study area for light/glare and solid waste is generally the County while the watershed of San Diego Bay was used for water quality. Transportation, circulation, access and parking impacts, as well as noise, population/housing, public services, and cultural resource impacts are localized and are, therefore, addressed on a local basis which generally includes the Centre City Redevelopment Project Area and adjacent neighborhoods.

Specific activities which may occur in the foreseeable future are identified for the issues addressed on a local scale. However, regional analysis does not lend itself to the identification of specific activities. Consequently, Regional Air Quality Strategy (RAQS) for the San Diego Air Basin forms the basis for the analysis of cumulative impacts associated with air quality. This document is available for inspection at the City of San Diego's Development Services Division.

## 6.1 CUMULATIVE DEVELOPMENTS

In order to form a basis for evaluating short-term cumulative impacts, a list of past, present and foreseeable developments was assembled (Table 6.1-1). Long-term impacts are based on the buildout conditions anticipated in the MEIR. The list of developments presented in Table 6.1-1 includes activities expected to occur in the next five to ten years which are located within as well as outside of the Redevelopment Project Area. Although the Redevelopment Project Area is essentially the aggregate of the individual activities permitted under the Redevelopment Plan, specific activities which are currently pending are identified for the short-term cumulative analysis to enhance the analysis of the cultural resources, noise, transportation, circulation, access, parking impacts. The collective impact of the Redevelopment Project Area with the inclusion of the Ballpark and Ancillary Development Projects is addressed at the end of this section under the heading "Relationship to the MEIR".

As of the date of the Notice of Preparation for this SEIR (December 1, 1998), a total of 365 past, present or probable developments were identified within the Centre City Redevelopment Project Area and surrounding areas. The most recent information on the type and intensity of development associated with each of these activities is conveyed in Table 6-1. However, a number of these developments may continue to evolve. The location of these developments is illustrated on Figure 6.1-1. Planning for a new central library is ongoing but no specific site or construction schedule has as yet been determined. Consequently, a central library is not depicted on Figure 6-1 or Table 6.1-1. However, the central library is already anticipated in the analysis of the MEIR because it is a part of the current Redevelopment Plan.

Table 6.1-1 Cumulative Projects 8.5x11 (page 1 of 5 pages)

**TABLE 6.1-1  
Cumulative Projects <sup>1</sup>**

<b>Block No.</b>	<b>Project Name</b>	<b>Use Type</b>	<b>SF/# Units /AC</b>	<b>Expected Completion Date</b>
<b>1</b>	<b>LIND (Little Italy)</b>	Residential Parking Commercial	<b>57,000 SF</b> 69 DUs 69 Spaces 12,717 SF	<b>1999</b>
<b>2</b>	<b><u>Cortez Apartments - Historic</u></b>	<u>Residential - 4 stories</u> <u>Parking</u>	<u><b>120,000 SF</b></u> <u><b>230 DUs</b></u> <u><b>390 spaces</b></u>	<u><b>2000</b></u>
<b>2</b>	<b><u>El Cortez Hotel Apartments - Historic</u></b>	<u>Residential</u> <u>Retail/Restaurant</u> <u>Parking</u>	<u><b>85DUs</b></u> <u><b>4,000 SF</b></u> <u><b>104 spaces</b></u>	<u><b>2000</b></u>
<b>2</b>	<b><u>Cortez Hill Residences</u></b>	<u>Residential</u> <u>Parking</u>	<u><b>22 stories, 203 condos</b></u> <u><b>302 spaces</b></u>	<u><b>2000</b></u>
<b>3</b>	<b>California Theatre - Historic</b>	<b>Nine stories Mixed-Use State-of-the-Art Entertainment</b> Theatre Television/Video Production Studio/ Music Recording Studio Health Club & Offices Retail/Restaurant Parking	<b>10,000 SF Lot</b> 1,800 Seats Ground floor Floors 2-9 South & East facades None	<b>2002</b>
<b>4</b>	<b>Four C Square Building</b>	<b>Three stories over full basement</b> Retail/Restaurant Residential - Live/Work Lofts Parking	<b>16,000 SF Lot</b> Ground floor and basement - 32,000GSF 32,000 GSF/29DUs None	<b>1999</b>
<b>5</b>	<b><u>On Broadway Walker Scott Building - Historic/Owl Drug Building - Historic/Kress Building - Historic</u></b>	<u><b>Four-Eight stories over full basement</b></u> <u>Entertainment/Retail/Restaurant</u> <u>Residential - Live/Work Lofts</u> <u>Parking</u>	<u><b>30,000 SF Lot</b></u> <u><b>40-50,000 SF Lot</b></u> <u><b>15 DUs</b></u> <u><b>Floor 2 or 3 to 8 - about 270 spaces</b></u>	<u><b>2000</b></u>
<b>6</b>	<b>Scripps Lofts</b>	<b>Six stories over full basement</b> Residential - Live/Work Lofts Retail - Ground floor including basement Parking	<b>5,000 SF Lot</b> 27,850 SF/26 DUs 11,800 SF None	<b>1998</b>

**TABLE 6.1-1  
Cumulative Projects <sup>1</sup> (Continued)**

Block No.	Project Name	Use Type	SF/# Units /AC	Expected Completion Date
<u>6</u>	<u>Music Village (Woolworth Building and Joseph Jessop and Sons Building - Historic)</u>	<u>Eleven stories over full basement</u> <u>Entertainment/Retail/Restaurant</u> <u>60,000/20 lofts</u> <u>Residential - Live/Work Lofts</u> <u>Parking</u>	<u>20,000 SF Lot</u> <u>40,000 GSF</u> <u>400 spaces</u> <u>5,000 SF/4 DUs</u> <u>400 spaces</u>	<u>2000</u>
6	First National Bank (Potential Historic)	Twelve stories over full basement Retail - Ground floor Parking - Floors 2-5 Residential or Hotel - Floors 6-11 Penthouse Restaurant - Floor 12	10,000 SF Lot 124,000 GSF	2002
6	Streicher Shoes Building - Non-Historic	Two stories Demolition of existing structure to provide ingress, egress, and ramping to parking on floors 2-5 in First National Bank.	5,000 SF Lot	2002
6	San Diego Trust & Savings Redevelopment (aka Courtyard by Marriott) - Historic	Fifteen stories over full basement  Hotel Ground Floor Lobby & Restaurant Parking	15,000 SF Lot  180,000 GSF/247 Rooms  None	1999
7	Trolley Lofts	Five stories over street level retail Residential Street-Level Retail Subterranean + Adjacent Property Owner	10,000 SF 36 DUs 6,860 SF 35 spaces + 14 spaces	1998
8	Twelfth Avenue & C Street	Residential Parking	21,358 SF 59 DUs 53 spaces	2002
9	SDG&E Substation B Redevelopment - Historic	Hotel - 26-story tower Retail Parking - 4 levels underground	52,000 SF Lot  650 Rooms 6,000 SF 272 spaces	2001
10	Lions Clothing Building - Historic	Four stories over parking Residential - Live/Work Lofts Retail Parking	10,000 SF Lot 20,507 SF/21 DUs 10,000 SF 54 spaces (two-level subterranean)	1998
10	Woolworth Building - Historic	Three stories over full basement Retail Residential - Live/Work Lofts Parking	5,000 SF Lot 10,000 SF 10,000 GSF None	1999 - 2000
10	Harbour Lights	Seven stories (75' high)	7,500 SF Surface Parking Lot	1999



**TABLE 6.1-1  
Cumulative Projects <sup>1</sup> (Continued)**

Block No.	Project Name	Use Type	SF/# Units /AC	Expected Completion Date
		Vacation Ownership Urban Resort Hotel	40,500 GSF/59 DU (12 studios and 47 one-bedrooms)	
		Parking	None	
<b>11</b>	<b>900 F Street Apartments</b>	Residential - 4 stories Commercial Parking	<b>45,158 SF</b> 115 Apartments 1,266 SF 213 spaces/2 basement levels	<b>1999</b>
<b>12</b>	<b>Gaslamp Pacific Theatre</b>	Movie/Entertainment Complex	<b>78,000 SF</b> 15-screens/2,900 seats	<b>Open</b>
<b>13</b>	<b>Gaslamp Entertainment Project</b>	Residential Retail/Restaurant/Entertainment	<b>1.6 Acres</b> 14,025 SF/40 DUs 82,760 SF to 103,640 SF	<b>1999 - 2000</b>
<b><u>14</u></b>	<b><u>Moto Villas (10th Avenue &amp; G Street)</u></b>	<u>Residential</u> <u>Parking</u> <u>Commercial</u>	<u><b>19,000 SF</b></u> <u>36 DUs</u> <u>18 spaces</u> <u>440 SF</u>	<b><u>1999</u></b>
<b>15</b>	<b>F Street Infill Residential</b>	Residential	3 DUs	<b>1999</b>
<b><u>16</u></b>	<b><u>Marina District Residential Projects</u></b>	<u>Residential</u> <u>Parking</u>	<u><b>450,000 SF/9.9 Acres</b></u> <u>1,100 to 1,200 DUs depending on density of development</u> <u>1,400 to 1,500 spaces</u>	<b><u>2000-2002</u></b>
<b>17</b>	<b>Twelfth Avenue &amp; Market Street (3 projects)</b>	Residential Parking Commercial	<b>38,400 SF/30,000 SF/19,200 SF</b>  106 DUs/78 DUs/53 DUs 154 spaces/91 spaces/53 spaces 21,000 SF/5,625 SF/9,000 SF	<b>Feasibility Analysis</b>
<b>18</b>	<b>Chinese Consolidated Benevolent Assoc. CCBA Garden Apartments</b>		<b>12,500 SF Lot</b>	<b>1999</b>
		Residential—Senior Citizens - 4-stories	45 DUs	
<b><u>19</u></b>	<b><u>The Angrove (Tenth Avenue &amp; Island Street)</u></b>	<u>Residential</u> <u>Parking</u>	<u><b>5,000 SF</b></u> <u>11 DUs</u> <u>6 spaces</u>	<b><u>1999</u></b>
<b>20</b>	<b>Seaport Village Expansion</b>	Entertainment/Specialty Retail Retail/Fast Food/Outdoor Seating/Dining Fish Markets Parking	<b>203,280 SF</b> 127,250 SF- expanded site 56,030 SF- existing site 20,000 SF - existing site 1,316 spaces	<b>2001</b>
<b>21</b>	<b>Hyatt Regency Hotel Expansion</b>		<b>3.2 Acres</b>	<b>2001</b>

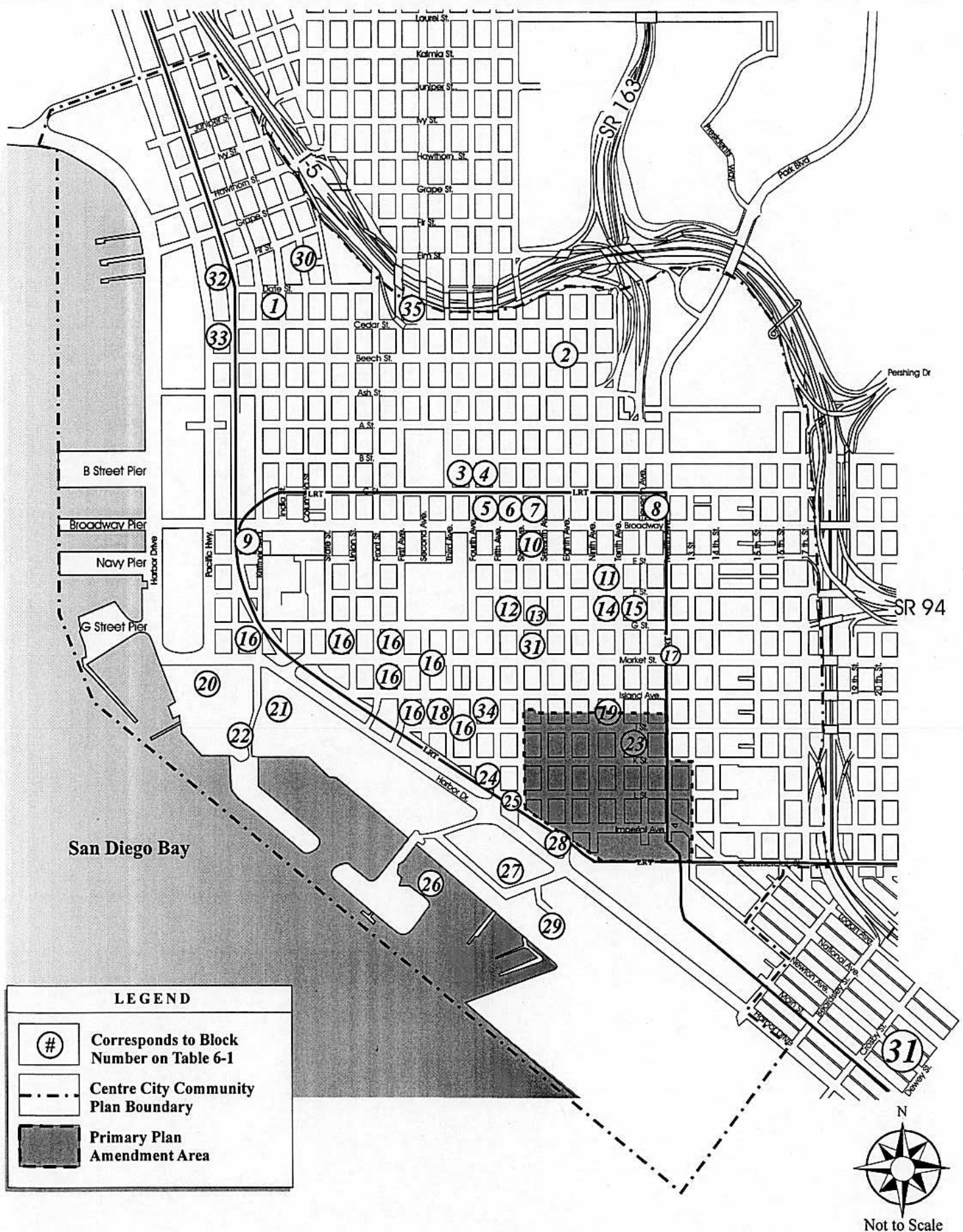
**TABLE 6.1-1  
Cumulative Projects<sup>1</sup> (Continued)**

Block No.	Project Name	Use Type	SF/# Units /AC	Expected Completion Date
		Hotel - 31-story high rise, 450' tall Ballroom Parking	31-stories/810 Rooms 30,000 SF 1,150 (existing)+7 new spaces	
22	Embarcadero Marina Park North Expan.	Park to provide visual link from Harbor Dr. to San Diego Bay at existing park	<b>4.1 Acres</b> A portion of the park (1.8 Acres) would not be developed until 2018. This portion requires the relocation of the existing Harbor House Restaurant.	<b>2001</b>
23	The ReinCarnation - Historic	Mixed Use/Residential Gallery Space	17 lofts 3 condominiums	<b>1999</b>
24	Bridgeworks	Limited Service Hotel Retail/Restaurant Commercial and/or Residential Loft	<b>205,291 SF on 1.1 AC</b> 151,891 SF/253 Rooms 32,000 SF 21,400 GSF	<b>2000</b>
25	Gaslamp Quarter Park	Urban Park Renovated Historic Lumber Yard Bldg	<b>3,675 SF</b>	<b>Open</b>
26	Fifth Avenue Landing Redevelopment	Restaurant Court/Marketplace Fast Food Restaurants Retail Executive Offices Parking Water-based Excursion/Transportation	<b>38,000 SF on 4 AC Land</b> 9,700 SF 10,000 SF 4,700 SF 6,500 SF 8,000 SF 194 spaces 2 AC Water	<b>2001</b>
27	Convention Center Expansion	Exhibition Hall Meeting/Ballroom Public Lobbies/Registration Service Space Ancillary (Outdoor) Space	<b>880,000 SF on 11 AC</b> 290,000 SF 94,000 SF 166,000 SF 150,000 SF 79,000 SF	<b>2001</b>
28	Martin Luther King, Jr. Linear Park Ext.		<b>Between 6th &amp; 8th Streets</b>	<b>Open</b>
29	Campbell Landing Site Redevelopment	Hotel - 45-story high rise, 500 ft tall Retail/Restaurant/Offices Two Parking Garage Marina	<b>12 AC Land/13 AC Water</b> 1,000 rooms + Meeting rms. 26,000 SF 1,115 spaces 450 slips	<b>2001</b>
<u>30</u>	<u>Columbia/Elm Lofts</u>	<u>Residential Parking</u>	<u>21 DU's</u> <u>11 spaces</u>	<u>2000</u>

**TABLE 6.1-1  
Cumulative Projects <sup>1</sup> (Continued)**

<b>Block No.</b>	<b>Project Name</b>	<b>Use Type</b>	<b>SF# Units /AC</b>	<b>Expected Completion Date</b>
<u><b>31</b></u>	<u>Gaslamp Quarter/East Village Parking Garage</u>	<u>Parking</u>	<u>500 spaces</u>	<u><b>2000</b></u>
<u><b>32</b></u>	<u>Marriott Residence Inn (Pacific Highway between Cedar/Grape)</u>	<u>Hotel</u>	<u>152 rooms</u>	<u><b>2000</b></u>
<u><b>33</b></u>	<u>Hampton Suites Hotel (Pacific Highway at Beech)</u>	<u>Hotel</u>	<u>152 rooms</u>	<u><b>2000</b></u>
<u><b>34</b></u>	<u>Gaslamp Square</u>	<u>Hotel Retail Parking</u>	<u>350 rooms 86,000 SF 470 spaces</u>	<u><b>2001</b></u>
<u><b>35</b></u>	<u>Western Law Library</u>	<u>Law School Library Parking</u>	<u>49,000 SF None</u>	<u><b>1999</b></u>
<u><b>36</b></u>	<u>Crosby Street Mercado Commercial Center</u>	<u>Neighborhood Retail Shopping Center Grocery Store</u>	<u>100,000 SF 30,000 SF</u>	<u><b>2001</b></u>

<sup>1</sup> As of December 1, 1998



Cumulative Developments \_\_\_\_\_ Figure 6.1-1

## **6.2 SIGNIFICANT CUMULATIVE IMPACTS**

### **6.2.1 Transportation, Circulation, Transit and Parking**

#### **6.2.1.1 Impacts**

As indicated earlier, the following is a summary of the detailed analysis provided in Section 5.2 of the SEIR.

##### **Traffic Circulation**

In combination with other future activities, the addition of traffic from the Ballpark and Ancillary Development Projects, with and without a ballpark event, would have significant cumulative impacts on the freeway and surface street system serving downtown.

**Freeway Segments.** The addition of traffic from the Ballpark and Ancillary Development Projects (without an event) would have a significant cumulative impact on the following freeway segment:

- SR-94 between 17th and 28th Street.

Event traffic would have a significant impact on the volume to capacity ratio on the following freeway segments:

- I-5 between I-8 and 28th Street;
- SR-163 between I-8 and I-5; and
- SR-94 between I-15 and 17th Street.

**Freeway On-Ramps.** Although the wait times would already be over the five-minute significance criteria, the addition of traffic from the Ballpark and Ancillary Development Projects (without an event) would cause significant increases in delays at the following freeway on-ramps:

- E Street to I-5 southbound (weekday PM peak hour);
- Imperial Avenue to I-5 northbound (weekday AM/PM peak hour);
- J Street to I-5 southbound (weekday AM/PM peak hour); and
- G Street to SR-94 eastbound (weekday PM peak hour).

In addition to the on-ramps impacted without an event, the following freeway on-ramps would experience a significant delay due to an event held at the ballpark:

- First Avenue to I-5 northbound (weekday PM peak hour); and
- 19th Street to SR-94 eastbound (weekday PM peak hour).

**Freeway Off-ramps.** The addition of traffic from the Ballpark and Ancillary Development Projects (without an event) would cause a significant backup on the following freeway off-ramp:

- I-5 southbound to Imperial Avenue (weekday PM peak hour).

With an event, the Ballpark and Ancillary Development Projects would cause a significant backup on the following freeway off-ramp:

- I-5 northbound to J Street (weekday PM peak hour).

**Downtown Surface Streets.** The addition of traffic from the Ballpark and Ancillary Development Projects (without an event) would cause a significant cumulative at the following intersections:

- 17th Street and Imperial Avenue (weekday PM peak hour);
- A Street and Tenth Avenue (weekday PM peak hour); and
- Harbor Drive and Eighth Avenue/Park Boulevard (weekday PM peak hour).

In addition, Harbor Drive between First Avenue and Eighth Avenue (Park Boulevard) would experience a significant cumulative impact from the Ballpark and Ancillary Development Projects.

With an event, the following additional intersections would experience a significant cumulative impact:

- J Street and 17th Street (weekday PM peak hour); and
- Imperial Avenue and 19th Street (weekday PM peak hour).

Event traffic would have a significant cumulative impact on the segment of Harbor Drive between First Avenue and Eighth Avenue (Park Boulevard).

As stated in Section 5.2, the above conclusions assume that future improvements would be made to the freeway system serving downtown to reduce traffic congestion. However, if these freeway improvements do not occur, traffic at major freeway on-ramps serving the Ballpark and Ancillary Development Projects would back up further, and significantly impact the intersection level of service along the surface street system in the PM peak hour. The following surface street systems would be significantly impacted if freeway improvements do not occur:

- E Street from the on-ramp to 14th Street, and on north/south intersecting streets;
- G Street from the on-ramp to Twelfth Avenue, and on north/south intersecting streets;
- J Street from the on-ramp to 15th Street; and
- Imperial Avenue from the on-ramp west to 14th Street and east to 19th Street, and on north/south intersecting streets.

It is important to note that, as stated in Section 5.2, the backup conditions at freeway on-ramps onto surface streets assumes ramp meter flow rates which are based on the traffic flow which exists now. As a result, the conclusions drawn regarding backups represent worst-case scenarios which would improve if, and when, freeway improvements are made including adjusting ramp meter rates to reflect future traffic flow to these ramps.

**Downtown Surface Street Segments.** The addition of traffic from the Ballpark and Ancillary Development Projects (with and without an event) would have a significant cumulative impact on Harbor Drive between First Avenue and Eighth Avenue/Park Boulevard.

**Neighborhood Streets.** While the level of service on neighborhood streets would not be significantly impacted by the Ballpark and Ancillary Development Projects without an event, traffic from a ballpark event would have a significant cumulative impact on the following roadway in the surrounding neighborhoods:

- Pershing Drive, north of Florida Street.

As with the downtown surface streets, this conclusion is based on the assumption that future improvements would be made to the freeway system. If these improvements are not made, the resulting backup at the freeway on-ramps serving downtown would likely encourage motorists leaving a ballpark event to seek alternate routes through the surrounding neighborhoods in an effort to avoid long waits at freeway on-ramps. This situation would translate into more automobile trips on major neighborhood streets connecting to downtown. However, as discussed in Section 5.2, the exact extent of the impact is indeterminable using available analytical capabilities.

**Congestion Management Plan (CMP) Routes.** Non-event-related cumulative traffic would have a significant impact on the following CMP freeway segments:

- SR-94 between I-15 and College Avenue; and
- I-15 between I-805 and SR-94.

Non-event traffic would also have a significant cumulative impact on the following CMP arterial segment:

- ~~Harbor Drive between First Avenue and Eighth Avenue (Park Boulevard); and~~
- Harbor Drive between Crosby Street and Sampson Street.

Event traffic would have a significant cumulative impact on the following CMP freeway segments:

- I-5 between I-8 and 28th Street;
- SR-163 between I-8 and I-5; and
- SR-94 between I-15 and 17th Street.

In addition to these specifically impacted freeway segments, the CMP analysis indicates that event traffic would exceed CMP thresholds on all freeways within the County. Consequently, event traffic would have a significant impact on all congested segments of the County's freeway system.

Event traffic would have a significant cumulative impact on the following CMP arterial segments:

- ~~Harbor Drive between First Avenue and the Northbound I-5 Ramp. Eighth Avenue (Park Boulevard); and~~
- ~~Harbor Drive between Crosby Street and Sampson Street.~~

### Parking

The parking demand created by a ballpark event would create significant cumulative impacts when combined with other parking demand in the surrounding area. As the Ancillary Development Projects as well as the Retail at the Park would provide for the parking demand generated by these developments, no significant cumulative parking impacts would occur with these developments.

During a ballpark event, the demand for parking generated by the proposed ballpark along with parking demand from other future activities on a weekday would exceed the available parking supply in parking areas serving the ballpark (Figure 5.2-13). When weekday events occur at the ballpark there would be a shortage of 3,907 parking spaces to meet the combined parking demand. On weekend evenings, although the available parking supply would be adequate for a ballpark event, the combination of ballpark event demand with other parking demand would result in a shortage of 217 parking spaces. Shortage of parking on weekdays and weekend evenings would be considered a significant cumulative impact.

### Transit

The Ballpark and Ancillary Development Projects would result in significant cumulative impacts on the regional transit system in both the with and without event conditions.

Without a ballpark event, the Ballpark and Ancillary Development Projects, in combination with demand generated from other development, would have a significant cumulative impact on bus service. The combined seating and standing capacity of following bus lines serving the Ballpark and Ancillary Development Projects would be exceeded:

- Route 4 (weekday PM outbound);



- Route 29 (weekday PM outbound); and
- Route 901 (weekday PM outbound).

With a ballpark event, the demand for transit service, in combination with demand from other activities, would have a significant cumulative impact on the San Diego Trolley. As bus service can be increased to meet event demand with existing equipment, significant cumulative impacts would not be anticipated. However, the combined seating and standing capacity of the following Trolley lines would be exceeded:

- Blue Line (South) (weekday PM peak hour).

In addition to significantly impacting the Trolley's capacity to transport passengers, a ballpark event would cause the total demand for parking in lots serving the Blue Line (North) stations to exceed the available supply.

#### Pedestrian Circulation

The large number of pedestrians around the ballpark during an event along with the Gaslamp Quarter and Convention Center patrons on weekends could result in cumulative impacts to pedestrian movement based on the lack of sidewalk capacity and crossings of the trolley line.-

#### Bicycle, Taxi, and Pedicab Circulation-

The increase in traffic volumes and pedicab activity in the vicinity of the ballpark, Convention Center, and Gaslamp Quarter during a ballpark event could pose a significant safety hazard.

### **6.2.1.2 Mitigation Measures**

#### Traffic Circulation

Implementation of new MEIR Mitigation Measures 5.2-1 and 5.2-2 in combination with Activity-Specific Mitigation Measures 5.2-~~32~~, and 5.2-6 through 5.2-9, and Other Agency Mitigation Measure 5.2-4 would reduce significant cumulative impacts on the freeway and surface street system serving Centre City to below a level of significance with and without an event. Mitigation Measures 5.2-1 would assure that roadway improvements in Centre City which are needed to accommodate future traffic are in place when needed. Mitigation Measures 5.2-3, 5.2-6, and 5.2-7 would assure that specific roadway improvements needed to handle traffic generated by the Ballpark and Ancillary Development Projects are made. Mitigation Measures 5.2-8 and 5.2-9 would include transportation management measures which would control event traffic impacts. Mitigation Measures 5.2-2 and 5.2-4 would assure that general freeway system improvements are made to handle future traffic from Centre City. In the event, adequate freeway improvements can not be made in a timely fashion, or at all, cumulative impacts on surface streets and freeways serving Centre City would be significant and unmitigated.

The cumulative impact on Harbor Drive between First Avenue and Eighth Avenue/Park Boulevard would be reduced to below a level of significance with the intersection improvements proposed at the new intersection of Park Boulevard and Harbor Drive. These improvements would assure an acceptable flow of traffic despite the fact that the volume to capacity ratio for the street would technically be exceeded.

Potential cumulative impacts on neighborhood streets in an event situation, assuming freeway improvements are made, would be mitigated by traffic control measures implemented as part of the Event Transportation Management Plan (Mitigation Measure 5.2-9). In non-event situations, implementation of freeway improvements identified in the Freeway Deficiency Plan (Mitigation Measure 5.2-2) would mitigate potential cumulative impacts on neighborhood streets to below a level of A combination of signage, traffic cones and traffic management personnel would be used to discourage event trips from using Pershing Drive. However, the inducement to use neighborhood roads in the event freeway improvements are not made, may exceed the ability of the Event Transportation Management Plan to control traffic from the Ballpark and Ancillary Development Projects (with and without an event). In this situation, the impacts However, if the necessary freeway improvements are not made, such impacts from the Ballpark and Ancillary Development Projects in non-event situations would be cumulatively significant and unmitigated.

### Parking

Cumulative parking impacts resulting from ballpark events would be reduced to below a level of significance through Activity-Specific Mitigation Measure 5.2-10 which would require additional dedicated ballpark parking spaces be provided to meet the anticipated shortfall related to ballpark events. In addition, incentives to use mass transit associated with Mitigation Measure 5.2-11 as well as parking management the Downtown Parking Management Plan required by Activity-Specific Mitigation Measures 5.2-12 and 5.2-13, would help reduce the parking demand associated with a ballpark event.

### Transit

Cumulative impacts on the bus and trolley service to Centre City would be reduced to below a level of significance through implementation of Other Agency Mitigation Measures 5.2-5 and 5.2-14 which would assure that additional equipment is available to meet the anticipated demand.

Impacts to parking lots located along the Blue Line (North) trolley route would require expanded parking facilities. However, the addition of 5,500 parking spaces at Qualcomm Stadium, as established in Mitigation Measure 5.2-10, would reduce the total demand for parking at other stations to below a level of significance. As expansion of most, if not all, of the designated parking lots for trolley parking would not be feasible due to lack of expansion area, impacts to these parking facilities would be cumulatively significant and not mitigated.

### Pedestrian

With implementation of the pedestrian access improvements identified in Mitigation Measure 5.2-15, impacts on pedestrian movement in the ballpark area during an event from sidewalk capacity and pedestrian crossings of the trolley would be reduced to below a level of significance.

### Bicycle, Taxi, and Pedicab Circulation

With the implementation of the pedicab improvements as part of the Event Transportation Management Plan (ETMP) identified in Mitigation Measure 5.2-9, pedicab impacts would be reduced to below a level of significance.

## **6.2.2 Cultural Resources**

### **6.2.2.1 Impacts**

As indicated in Table 6.1, a number of the developments shown on Table 6.1 would impact historic resources. Although many of these developments intend to restore and reuse the historic buildings, some may not be able to retain historic structures or may alter them to the point where their historic value has been significantly compromised. In light of this possibility and the chance that mitigation measures may not be able to reduce the impacts to below a level of significance, the loss of historic structures from implementation of the Ballpark and Ancillary Development Projects may combine with these other developments to create a significant, unmitigable cumulative impact on historic resources in the Centre City Redevelopment Project Area.

### **6.2.2.2 Mitigation Measures**

Application of Mitigation Measure 5.3-1 (MMRP E-1), ~~5.3-4,~~ and 5.3-~~92~~ ~~on pages 5.3-16 through 5.3-18~~ would reduce but not fully mitigate long-term significant impacts to cultural resources. The only measures that could potentially reduce significant impacts to below a level of significance are preservation and/or relocation of impacted resources. Impacts to five of the ~~sevensix~~ historic structures within the Ballpark Project Area were considered significant and unmitigable. Preservation and/or relocation may not be possible for other future developments in the Centre City Redevelopment Project Area. The significant, unmitigable impacts to cultural resources associated with the Proposed Activities in combination with those of potential future developments could result in a cumulatively significant and unmitigated impacts to historic resources.

### **6.2.3      Noise**

#### **6.2.3.1      Impact**

As discussed in Section 5.5, traffic generated by the Ballpark and Ancillary Development Projects would combine at buildout to increase long-term traffic noise levels on major surface streets to the point where traffic noise would exceed the 3 dB threshold with the nocturnal penalty. Long-term cumulative traffic noise impacts on existing uses were also determined to be significant in the MEIR. Short-term increases in traffic volumes with application of the nocturnal penalty would not be significant ~~as the 3 dB threshold would not be reached despite the greater than 3 dB increase, because there are little or no usable outdoor spaces facing the street and the low probability of use after 10:00 p.m.~~ As discussed in Section 5.5, noise increases of less than 3 dB are imperceptible to the human ear. ~~Thus, the traffic noise change would not be cumulative considerable in the short term.~~

None of the cumulative activities would create non-traffic noise sources which would be out of character with that already characteristic of the downtown area. Thus, the noise generated by the ballpark would not combine with any other activities to generate significant cumulative impacts beyond those associated with traffic noise.

#### **6.2.3.2      Mitigation Measures**

Application of Mitigation Measures 5.5-1 (MMRP D.1) and 5.5-2 (MMRP A.1.1) ~~on page 5.5-17~~ would reduce cumulative traffic noise impacts but not to below a level of significance. Future noise-sensitive development would be required to include adequate traffic noise attenuation in accordance with existing City plans and ordinances. However, retrofitting existing noise-sensitive receptors along impacted roadways would not be required by City plans or ordinances. Thus, long-term cumulative traffic noise impacts on existing noise-sensitive development would likely be significant and not mitigated.

### **6.2.4      Light/Glare**

#### **6.2.4.1      Impacts**

As discussed in Section 5.6, the lighting from the Ballpark and Ancillary Development Projects could combine with other lighting sources within the region. The combined effect of lighting from development in the region would have significant short- and long-term cumulative impacts on astronomical activities ~~ats~~ the Palomar and Mt. Laguna observatories.

#### **6.2.4.2      Mitigation Measures**

Application of Mitigation Measures 5.6-2 through 5.6-6 ~~on page 5.6-9~~ would reduce but not fully mitigate light and glare impacts on astronomical activities as control of lighting associated with other development is beyond the control of the Proposed Activities.

## **6.2.5 Air Quality**

### **6.2.5.1 Impacts**

#### Regional

As discussed in Section 5.7 and originally identified in the MEIR, air emissions generated by new activities, including the proposed Ballpark and Ancillary Development Projects, would contribute to poor air quality conditions which currently exist in the San Diego Air Basin. Due to the public risks associated with air pollution, the incremental increase in air emissions resulting from the Ballpark and Ancillary Development Projects would be cumulatively considerable and, therefore, significant on both a short- and long-term basis. In addition to representing a major air emissions source, the Ballpark and Ancillary Development Projects would have a significant cumulative air quality impact by hampering the ability of the RAQS to achieve air quality goals. The intensity of development within the area of the Proposed Activities would be greater than the existing plans for the area upon which the RAQS were based.

#### Local

Increased traffic associated with the Ballpark and Ancillary Development Projects would contribute to existing afternoon congestion at freeway onramps. Longer delays caused by the Proposed Activities in combination with the cumulative developments could result in potentially significant CO hotspots in the areas surrounding the freeway offramps.

### **6.2.5.2 Mitigation Measures**

#### Regional

Implementation of strategies to reduce traffic volumes identified in Mitigation Measures [5.7-2 and 5.7-6](#) would reduce cumulative impacts; however, air emission impacts associated with increased traffic would remain significant and unmitigated. Although the proximity of the Ballpark and Ancillary Development Projects to mass transit would serve to reduce air emissions related to the proposed development, full mitigation of cumulative air quality impacts would require implementation of a variety of controls set forth in the RAQS. As implementation of these measures is beyond the control of the Proposed Activities, short- and long-term cumulative air quality impacts are considered significant and unmitigated.

#### Local

Implementation of recommendations made in the Deficiency Plan, required in Mitigation Measures 5.2-2, could reduce the congestion at freeway onramps. However, as there is no guarantee that all appropriate improvements could, or would be implemented, potential local CO hotspot impacts are considered [potentially](#) significant and not mitigated [in the long-term](#).

## **6.2.6 Water Quality**

### **6.2.6.1 Impacts**

As discussed in Section 5.10, San Diego Bay is already experiencing significant water quality problems caused by urban development within its watershed. Although the Ballpark and Ancillary Development Projects would include measures to reduce the urban runoff generated from these activities, the two activities would still represent a major source of urban pollutants which in combination with future short- and long-term development within the watershed of the bay would create significant, unmitigated short- and long-term cumulative water quality impacts.

### **6.2.6.2 Mitigation Measures**

Implementation of Mitigation Measures 5.10-1 through 5.10-1~~9~~<sup>10</sup> would reduce direct water quality impacts associated with the proposed Ballpark and Ancillary Development Projects to below a level of significance, but would not avoid the cumulative water quality impacts. Since the existing urban runoff has had such a negative impact on the water quality in San Diego Bay, the addition of any runoff into the Bay would result in an incremental impact to the water quality. It is out of the scope of the proposed Ballpark and Ancillary Development Projects to control runoff from the surrounding neighborhoods and businesses. Therefore, short- and long-term cumulative water quality impacts would be significant and unmitigated.

## **6.2.7 Public Services/Facilities (Solid Waste)**

### **6.2.7.1 Impacts**

As discussed in Section 5.11, the amount of trash generated by the Ballpark and Ancillary Development Projects represents a significant amount. In light of the overall shortage of landfill space in the region, the addition of significant sources of solid waste would have significant long-term cumulative impacts. As indicated in Section 5.11, the capacity of the Miramar Landfill is expected to be reached in the year 2015 and no specific replacement facility has been identified as yet.

### **6.2.7.2 Mitigation Measures**

The waste management plan required by Mitigation Measures 5.11-3 and 5.11-4 would reduce impacts of the Ballpark and Ancillary Development Projects on landfill capacity but not to a level below significance. While a reduction in the amount of solid waste may extend the life of a landfill, the only way to reduce the cumulative solid waste impacts to below a level of significance would be to expand existing landfills or create a new landfill. As the provision of new landfills, or expansion of existing landfills, is beyond the control of the Proposed Activities, the long-term cumulative impact on solid waste is considered significant and not mitigated.

## **6.2.8 Population/Housing (Homeless)**

### **6.2.8.1 Impacts**

The Ballpark and Ancillary Development Projects would combine with redevelopment of the rest of Centre City Redevelopment Project Area to displace the homeless population by taking away unauthorized shelter and loitering opportunities. ~~Mitigation of d~~Displaced homeless would significantly impact the physical environment in the areas surrounding the Ballpark and Ancillary Development Projects. In addition, redevelopment activities within the overall Centre City East area are expected to cause social service facilities to relocate or modify their operations.

### **6.2.8.2 Mitigation Measures**

Mitigation Measures 5.12-2 (MMRP A.3) identified would assure that displaced social services facilities would receive assistance in relocating their facilities. However, relocation of social services facilities is anticipated to be problematic due to the expected opposition from residents and businesses in areas where displaced social services facilities may seek to relocate. Additionally, as indicated in Section 5.12, new social services facilities are not permitted in Centre City East, except in the Commercial Services District.

Impacts of displaced homeless on surrounding areas would be reduced but not to below a level of significance by the advisory group established by Mitigation Measure 5.12-3 and expansion of the Homeless Outreach Team (Mitigation Measure 5.12-4).

## **6.3 CUMULATIVE IMPACTS FOUND NOT TO BE SIGNIFICANT**

### **6.3.1 Land Use/Planning**

As discussed in Section 5.1, the primary land use impacts associated with the Proposed Activities are related to the loss of land for potential housing and conflicts with surrounding uses from ballpark operations. A review of the cumulative developments finds that over half of those developments are residential in nature. Furthermore, none of them would convert land which is planned for residential to non-residential purposes. In light of these two factors, no significant short- or long-term cumulative impacts would result from implementation of the Proposed Activities.

Similarly, none of the cumulative developments would involve the noise and lighting impacts related to the proposed ballpark. Consequently, these aspects of the ballpark would not combine with those of other developments to create similar conflicts with downtown development.

### **6.3.2      Aesthetics/Visual Quality**

As discussed in Section 5.4, the major aesthetics/visual quality impacts associated with the Proposed Activities are related to the ballpark and its relationship to the surrounding area. Due to its size and design requirements, the ballpark would be a unique feature changing the character of Centre City East as well as blocking several view corridors identified through the Ballpark and Ancillary Development Projects Area.

None of the cumulative developments envision a facility which would be similarly out of character with the Centre City East and/or the downtown area. All of these developments would be similar to those already existing downtown. None of these developments would block any major view corridors identified in Centre City. Consequently, they would not combine with the proposed ballpark to result in any significant cumulative aesthetics/visual quality impact.

### **6.3.3      Geology/Soils**

Geotechnical impacts associated with the development of the proposed and other future developments are site-specific and are not additive. Therefore, as indicated in the MEIR and in the analysis for the Proposed Activities, redevelopment would not result in short- or long-term cumulative impacts to geology/soils.

### **6.3.4      Hydrology**

As the Ballpark and Ancillary Development Projects would result in the same or less surface runoff from that which presently occurs, there would be no short- or long-term impacts to the storm drain system.

### **6.3.5      Public Services/Facilities**

As discussed in Section 5.10, the Proposed Activities would include the necessary facility upgrades to assure that it would not have significant impacts on local public services and facilities. In addition, as indicated in the MEIR, redevelopment results in installation and replacement of aging utilities and infrastructure which might not otherwise have occurred. Surface improvements, including sidewalks, curbs and gutters, medians, streets, landscaping, street lights and traffic signals within the public right-of-way also occur with implementation of the Proposed Activities or the redevelopment plan evaluated in the MEIR. Thus, with the exception of solid waste, significant cumulative impacts are not anticipated with implementation of the Proposed Activities.

### **6.3.6      Population/Housing**

As discussed earlier, no other major conversions of planned residential land to non-residential uses are anticipated within Centre City. As a result, significant cumulative impacts on downtown housing are not anticipated.



### **6.3.7 Hazardous Materials**

As indicated in the MEIR and the evaluation for this SEIR, redevelopment of obsolete, deteriorated, and dilapidated structures would result in development of new structures or rehabilitation of older structures in accordance with existing city codes and local, state, and federal requirements. Positive effects of this include the remediation of toxic and hazardous materials contamination in the soils and groundwater, as well as removal of asbestos-containing building materials (ACBM) and lead paint prior to demolition or rehabilitation of older structures. As noted in the MEIR, these improvements are considered a positive cumulative effect on the health, safety, and welfare of the inhabitants of these structures. Consequently, the Proposed Activities would not result in significant cumulative impacts.

### **6.3.8 Paleontological Resources**

Based on the analysis conducted for the MEIR, the Proposed Activities are located in an area of moderate paleontological sensitivity. The MEIR concluded that future development in Centre City could have a significant cumulative impact on paleontological resources. As discussed in Section 5.9, grading associated with the Ballpark and Ancillary Development Projects could encounter geologic formations containing paleontological resources. However, implementation of paleontological mitigation measure identified in the MEIR by the Proposed Activities would reduce the cumulative impact to a below a level of significance.

## **6.4 RELATIONSHIP TO THE MEIR**

The MEIR concluded that implementation of the Redevelopment Project would have significant cumulative impacts related to the following issues: transportation, circulation, access and parking, and air quality. Based on the additional impacts which would occur from inclusion of the Ballpark and Ancillary Development Projects in combination with changes in the circumstances which have occurred since the MEIR was certified, the Redevelopment Project would have additional significant cumulative impacts related to the following additional areas: cultural resources, noise, light/glare, water quality, population/housing (homeless) and public services/facilities (solid waste).

No specific mitigation measures for cumulative impacts beyond those identified for direct impacts were identified in the MEIR. Similarly, as identified earlier, no additional mitigation for cumulative impacts exist as a result of the analysis completed for this SEIR.

Therefore, implementation of the Proposed Activities would require that the MEIR Findings be revised to conclude that the following cumulative impacts would be significant and unmitigated: transportation, circulation, access and parking, cultural resources, noise, light/glare, air quality, water quality, population/housing (homeless) and public services/facilities (solid waste).

## 7.0 GROWTH-INDUCING IMPACTS

Section 15126(f) of the California Environmental Quality Act (CEQA) Guidelines requires a discussion of the ways in which a project could foster economic or population growth, or the construction of additional housing, whether directly or indirectly. Induced growth is distinguished from the direct employment, population, or housing growth of a project. A project could induce growth by lowering or removing barriers to growth or by creating or allowing an amenity such as an industrial facility that attracts new population or economic activity.

The proposed Ballpark and Ancillary Development Projects would be considered growth-inducing. In fact, one of the primary goals of the Proposed Activities is to induce growth in the downtown area, and Centre City East, in particular. The role of the Proposed Activities in promoting the development of new residential and commercial uses is consistent with the objectives of the Centre City Redevelopment Plan which is intended to bring about redevelopment and revitalization of the downtown area. Growth in the Centre City Redevelopment Project Area is considered a positive impact because it generates tax-increment and property tax revenues which can be used to further enhance the Redevelopment Project Area by allowing upgrades in infrastructure, development of affordable housing and other benefits.

In addition to benefiting the downtown area, encouraging growth in the downtown area would potentially benefit the region by promoting infill development. Infill development allows undeveloped land in the region to be retained for future use and/or preservation. In addition, it maximizes the use of existing infrastructure including the opportunities for mass transit which are available in the downtown area.

The influence of the proposed Ballpark and Ancillary Development Projects on growth outside of the downtown area would not be significant. While the proposed Ancillary Development Projects, and to a lesser extent, the Ballpark Project, would create new jobs, the influence on population growth in the region would be minimal. It is not anticipated that the employment opportunities would be of sufficient number to result in a significant influx of new residents into the region to fill the jobs. The majority of the ballpark jobs would merely be relocated from Qualcomm Stadium. Similarly, a portion of the Ancillary Development Projects may be associated with existing businesses in the region which would relocate to the Proposed Activities.

The Proposed Activities would not bring about any regional improvements to infrastructure which would remove an impediment to growth. While localized improvements to the water and sewer system would accompany the Proposed Activities, the regional capacity of the sewer, water, or other utilities necessary to meet the needs of new development would not be increased by the Proposed Activities.

However, as indicated in Section 4.2.1, one of the objectives of the Ballpark Project is to provide a new regional facility for civic events, amateur athletics, concerts, multiple day trade shows, private parties, and other gatherings. Thus, the ballpark would remove impediments that may

have hindered the expansion of other sports or other events in Qualcomm Stadium during the Major League Baseball Season. Therefore, the proposed ballpark would provide a growth opportunity for another sports franchise or activity to make use of Qualcomm during the spring and summer.

## **8.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES**

Section 15126(f) of the CEQA Guidelines requires the evaluation of impacts to nonrenewable resources that would be irreversible should the proposed action be implemented. Nonrenewable resources generally include: biological habitat, agricultural land, mineral deposits, water bodies, and energy sources.

As discussed in Section 6.3, approval of the proposed Ballpark and Ancillary Development Projects would not have any significant irreversible impacts on biological, agricultural or mineral resources. The property is currently developed and, therefore, exhibits no natural vegetation. No agricultural soils occur on the site and, its downtown location would not be conducive to agriculture. No significant mineral deposits underlie the Ballpark and Ancillary Development Projects Area.

No water bodies occur on the property. The San Diego Bay is located nearby. While water quality control measures to be implemented by the Proposed Activities would minimize the impact of the Ballpark and Ancillary Development Projects, as discussed earlier, cumulative impacts from runoff pollutants would represent a significant irreversible impact to San Diego Bay.

Energy resources would be used during the construction of the proposed Ballpark and Ancillary Development Projects. However, the amount of energy consumed would not be any higher than would normally occur from new construction. Similarly, energy consumed to provide lighting, heating and cooling to the proposed development would not be substantial. The availability of mass transit to the proposed site may serve to reduce consumption of gasoline associated with both ancillary development commute trips and ballgame trips.

Construction of the Ballpark and Ancillary Development Projects would require commitment of other nonrenewable resources associated with construction and long-term operation. These resources include, but are not limited to: lumber and other related forest products; sand, gravel and concrete; asphalt; petrochemical construction materials; steel, copper, lead and other metals; and water. Use of these resources would represent an incremental effect on the regional consumption of these commodities.

In addition to the traditional nonrenewable resources discussed above, the MEIR identified irreversible significant impacts to cultural resources and paleontological resources. Although demolition of the historic structures by the Ballpark and Ancillary Development Projects would be reduced through documentation prior to demolition, the loss of the buildings themselves would represent an irreversible impact. Similarly, impacts to important paleontological resources would be irreversible even though a salvage operation would mitigate the impact to below a level of significance.

## **9.0 EFFECTS FOUND NOT TO BE SIGNIFICANT**

Based on the Secondary Study completed for the Proposed Activities and the conclusions of the Master Environmental Impact Report (MEIR) for the Centre City Redevelopment Project and Addressing the Centre City Community Plan and Related Documents (CCDC, 1992a), it was determined that the Proposed Activities would not have a significant impact in the following areas: biological resources, mineral resources, agricultural resources, public services/facilities and energy.

### **9.1 BIOLOGICAL RESOURCES**

The Proposed Activities are located within the urban core of downtown San Diego. The Ballpark and Ancillary Development Projects Area covers an area which now primarily serves storage and distribution functions, retail and light industrial uses, as well as live/work lofts. As indicated in the MEIR, the highly urbanized setting of the Ballpark and Ancillary Development Projects Area is almost entirely lacking in native vegetation and its associated wildlife. Ornamental trees, parkways, occasional lawns and gardens comprise the only perennial vegetation within the Centre City Planning Area. The values of these ornamentals to native wildlife are insignificant in their present location. Where vacant lots and exposed strips of soil are left undisturbed, weedy annual herbs and grasses have become established. Furthermore, the MEIR does not identify sensitive plant or animal resources within Centre City due to its highly urbanized character. Thus, there would be no change to the diversity of species of plants or animals; reduction in the numbers of rare or unique plants or animals; introduction of new species; reduction in the acreage of an agricultural crop; or deterioration of existing habitats as a result of these Proposed Activities.

As discussed in Section 5.10, the proposed development would include a number of measures to control urban runoff effects on San Diego Bay. Thus, the proposed ballpark and ancillary development would not result in significant direct impacts to marine plants and animals.

### **9.2 MINERAL RESOURCES**

The Ballpark and Ancillary Development Projects Area is situated in an area consisting of land which has been urbanized since the early part of this century. As noted in the MEIR, the "potential for economically viable extraction of mineral resources is limited due to the urbanized nature" of the area. Furthermore, the "area has not been designated as having a high potential for mineral resources" (CCDC, 1992a). Therefore, no impacts to mineral resources would occur with development of the Proposed Activities.

### **9.3 AGRICULTURAL RESOURCES**

The Ballpark and Ancillary Development Projects Area does not contain land that is designated as prime agricultural soils by the Soils Conservation Service, nor does it contain prime farmlands designated by the California Department of Conservation. Furthermore, the site is not subject to, nor is it near, a Williamson Act Contract pursuant to Section 51201 of the California

Government Code. Therefore, no impacts to agricultural resources would occur with development of the Proposed Activities.

## **9.4 PUBLIC FACILITIES/SERVICES**

Those public facilities/services analyzed in the MEIR that were determined to be potentially impacted by the Proposed Activities are analyzed in Section 5.11 of this SEIR. The remaining public facilities/services included in the MEIR that were determined not to be impacted by the Proposed Activities include: locally-provided facilities/services such as gas and electricity, libraries, parks, and public restrooms, and regionally-provided services such as courts and jails, senior services, and educational facilities. A brief discussion of the basis for concluding that the Proposed Activities would not have a significant impacts on these facilities follows.

### **9.4.1 Locally Provided Facilities/Services**

#### **9.4.1.1 Gas & Electricity**

The MEIR found that impacts to gas and electricity were not significant because SDG&E would review activity-specific plans to determine its ability to serve new development and that the system to fund any improvements, payment of fees and/or funding facility upgrades to service new developments were adequate and no mitigation would be necessary. This process would be adequate for the proposed Ballpark and Ancillary Development Projects which as discussed later in this section would not generate a significant demand for utilities.

#### **9.4.1.2 Libraries**

The impacts to libraries are associated with increases in the number of residents in an area. As the Proposed Activities would reduce the number of dwelling units within the Centre City East, the proposed Ballpark and Ancillary Development Projects would not significantly impact library services in the Centre City area.

#### **9.4.1.3 Parks**

Impacts to parks are generally associated with an increase in residents in an area. The Proposed Activities reduces the potential number of residential units to be built within the Centre City East area, thus reducing the demand for additional park area. In addition, the Ballpark Project includes a pocket park which would be available to the surrounding area during periods when baseball games are not occurring.

#### **9.4.1.4 Public Restrooms**

The Proposed Activities would include numerous public restrooms throughout the ballpark to meet the needs of persons attending events in the ballpark. Adequate facilities would be provided to serve the patrons within the ballpark. The MEIR indicated that the Community and

Redevelopment Plans provide for the addition of three public restrooms within the Planning Area. Although the Proposed Activities does not include restrooms open to the public at large, it does not preclude construction of the three public restrooms anticipated in the MEIR.

#### **9.4.2      Regionally Provided Facilities/Services**

##### **9.4.2.1      Courts and Jails**

The judicial and detention facilities in San Diego are overcrowded and inadequate. The MEIR indicates that through redevelopment, the Redevelopment Agency is attempting to address serious misdemeanors and felony crime problems by providing adequate shelter beds, transitional and permanent housing, mental health and social service facilities, and environmental improvements such as adequate lighting. The Proposed Activities would accelerate and extend redevelopment activities. Additionally, the Proposed Activities would provide for jobs from instruction to operation of the new facilities, potentially reducing crime and the need for additional judicial and detention facilities.

##### **9.4.2.2      Senior Services**

The MEIR concluded that although implementation of the Community and Redevelopment Plans would increase the demand for senior services, the impacts would not be significant. The MEIR further anticipates that as additional senior housing is developed in the Planning Area, "community rooms" which can function as day centers, service centers, and nutritional centers, would be provided as an integral part of such senior housing. There are no senior housing developments within the footprint of the Proposed Activities, and the Proposed Activities would not include a senior residential component. In addition, the Proposed Activities would not interfere with the program anticipated in the MEIR.

##### **9.4.2.3      Educational Facilities/Services**

The MEIR found that development in accordance with the Community and Redevelopment Plans would not have a significant impact on schools. Impact fees paid by developers and funds provided by the Redevelopment Agency to rehabilitate and expand Washington Elementary School site and to provide capital improvement facilities at City College would meet the schools' needs. Since the Proposed Activities would reduce the number of residential units in the area of the Proposed Activities, the area is anticipated to generate fewer students. Although the Proposed Activities would result in fewer students, the development would still be required to pay school fees. In keeping with the findings of the MEIR, payment of fees would adequately meet school needs.

#### **9.5              ENERGY**

The Proposed Activities would consume energy in the short-term during construction and in the long-term during operation of the various developments associated with the Ballpark and

Ancillary Development Projects. As the major sources of energy consumption associated with the Proposed Activities would be associated with electricity and gasoline, attention is focused on these two sources as an overall indicator of the magnitude of the amount of energy consumed by the Proposed Activities. As indicated below, the consumption of electricity and gasoline would be minor in comparison with the total demand for these sources of energy County-wide. Thus, the Proposed Activities would not have a significant impact on energy.

### **9.5.1      Electricity**

#### **9.5.1.1      Ballpark Project**

The estimated range for electrical consumption for the proposed Ballpark Project is from 10 to 15 million kilowatt hours. The existing electric consumption for Qualcomm Stadium is approximately 11 million kilowatt hours of electricity per year. By way of comparison, Coors Field in Denver, Colorado uses approximately 16.2 million kilowatt hours of electricity for a ballpark which is larger than the proposed ballpark (50,000 seats vs. 42,500 seats) and requires that all cooking stations use electricity instead of natural gas. The final number of kilowatt-hours consumed by the proposed ballpark would be dependent on the number of electric heaters, electric cooking stations, advertising units, etc.

Although the Ballpark Project would consume up to 15 million kilowatt hours a year, this amount would not represent a significant electricity demand when compared against the total 17.3 billion kilowatts which were generated in the region in 1998.

#### **9.5.1.2      Ancillary Development Projects**

Although there are no specific energy consumption figures available for the Ancillary Development Projects or the Retail at the Park, it is anticipated that energy use would be similar to that evaluated in the MEIR.

As with the Ballpark Project, the amount of electricity consumed by the Ancillary Development Projects would be an insignificant amount in comparison with the total demand of the region.

### **9.5.2      Gasoline**

#### **9.5.2.1      Ballpark Projects**

##### **Construction**

The principal source of gasoline consumption during construction of the Ballpark Project would be associated with the vehicles used by construction laborers commuting to and from the job site. Consumption of gasoline by construction workers is based on the number of person hours required for the construction. Approximately 2.1 million person hours would be required to complete the Ballpark Project. Based on an average of 1.15 workers per vehicle, a 20-mile



round trip and a fuel consumption of 17 miles per gallon, construction workers would consume approximately 274,000 gallons of gas in the course of construction.

Although construction workers commuting would consume approximately 274,000 gallons of gasoline, this amount is a small percentage of the amount of gasoline consumed in a year in San Diego County. Based on a total of 65.6 million vehicle miles in 1997, approximately 1.12 billion gallons of gasoline is consumed each year in San Diego County. Thus, the amount consumed during construction of the ballpark would represent far less than one percent of the total amount of gasoline consumed in the County and would not represent a significant energy impact.

### Operation

Persons attending ballpark events would represent the major source of gasoline consumption associated with the Ballpark Project. The amount of gasoline consumed in attending a ballpark event would be based on attendance, which would vary with the nature of the event. A number of the events would likely fill the ballpark to capacity while attendance at other events would likely be much lower. In order to estimate the amount of gasoline consumed by ballpark events, a conservative average attendance of 30,000 was utilized. Further, it was assumed that 80 percent of those persons would drive to the ballpark and that average vehicle occupancy would be 2.8 persons. An average round-trip commute distance of 20 miles was assumed. Based on these factors and an estimated 130 events a year, travel to and from the ballpark could consume an estimated 1.3 million gallons of gasoline per year.

As with construction consumption, the amount of gasoline consumed by persons attending the ballpark would represent less than one percent of the overall amount of gasoline consumed in San Diego County on an annual basis and would not represent a significant energy impact.

## **9.5.2.2 Ancillary Development Projects**

### Construction

Based on the maximum square footage used in the traffic analysis, construction of the Ancillary Development Projects would require an estimated 2.7 million person hours. Based on an average of 1.15 persons per vehicle, a 20-mile round trip, and a fuel consumption of 17 miles per gallon, construction workers would consume approximately 342,000 gallons of gas in the course of developing the Ancillary Development Projects. As with the Ballpark Project, this represents much less than one percent of the overall gasoline consumption in the County and therefore, would not represent a significant energy impact.

### Operation

The traffic study for this SEIR assumed a total of 37,150 average daily trips for the Ancillary Development Projects including the Retail at the Park component of the Ballpark Project. Based

on 300 days a year, an average commute distance of 20 miles and a fuel consumption rate of 17 miles per gallon, the Ancillary Development Projects would consume an estimated 13.1 million gallons of gasoline per year. This is a conservative estimate, as traffic associated with Ancillary Development Projects would be much less on weekends since the office uses would not be generating trips on those days.

As discussed earlier, gasoline consumption associated with the Ancillary Development Projects represents a small share of the overall amount of gasoline consumed in the region and would therefore not represent a significant impact.

### **9.5.2.3 Plan Amendments**

Energy consumption associated with the Ballpark and Ancillary Development Projects would be representative of the energy impacts associated with the proposed Plan Amendments.

## 10.0 ALTERNATIVES

In considering the appropriateness of a proposed activity, CEQA mandates that alternatives to its implementation be discussed. Section 15126(d) of the State CEQA Guidelines requires the discussion of "a range of reasonable alternatives to a project or to the location of a project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the proposed project." Section 15126(d)(5) further states that "the range of alternatives required in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." Thus, the following discussion focuses on those alternatives that are capable of eliminating significant environmental impacts or reducing them to below a level of significance, even if they would impede the attainment of some project objectives, or would be more costly.

As stated in Section 4.2 of this SEIR, one of the principal objectives of the Proposed Activities is to construct a new ballpark for the San Diego Padres. However, as identified below, the Proposed Activities are intended to satisfy a number of other related objectives.

### 10.0.1 Ballpark Project

- To provide a new, state-of-the-art baseball facility to assure the continued presence of the Padres in San Diego;
- To provide a family-oriented environment associated with the ballpark by including recreational, educational and retail activities;
- To reduce reliance on the automobile as the primary means of transportation to baseball games; by taking advantage of a well-developed mass transit system;
- To provide a catalyst for redevelopment in the area around the ballpark;
- To increase patronage of local retail businesses such as restaurants, hotels and retail shops;
- To complement the San Diego Convention Center by providing an adjacent facility to host large outdoor meetings;
- To provide open space for existing and future downtown residents;
- To provide additional parking for downtown businesses during non-event periods;
- To provide another regional facility for civic events, amateur athletics, concerts, multiple day trade shows, private parties and other gatherings;
- To help implement a bay to park linkage by creating a new promenade street connecting Eighth Avenue with Twelfth Avenue; and
- To take advantage of the synergies and proximity to the Gaslamp District.

### 10.0.2 Ancillary Development Projects

- To encourage high tech corporations to establish offices in the downtown area.
- To provide tax increment and transient occupancy tax funding for the ballpark and related infrastructure improvements through the addition of new hotel rooms, office space, and commercial retail facilities;
- To develop a neighborhood with year-round activities; and

- To provide [shared](#) parking to be used during baseball events.

### 10.0.3 Plan Amendments

- To revise existing land use plans and policies to allow construction of the proposed Ballpark and Ancillary Development Projects.
- To accommodate development of public and semi-public land uses (e.g., recreation, schools) without a residential component in the area around the Ballpark and Ancillary Development Projects.

Based on the analysis contained in Section 5.0 of this SEIR, the potentially significant impacts associated with Proposed Activities are related to the following issues:

- Aesthetics/Visual Quality
- Air Quality
- Cultural Resources
- Geology/Soils
- Hazardous Materials
- Land Use/Planning
- ~~Land Use/Planning~~
- Light/Glare
- Noise
- Paleontological Resources
- Public Services and Facilities
- Population/Housing
- Transportation, Circulation, Access and Parking
- Water Quality

Based on the objectives for the Proposed Activities and impacts listed above, the onsite alternatives considered in this section are: (1) No Project: No Development, (2) No Project: Development in Accordance with Approved Plans, (3) ParkBayDiagonal Alternative, and (4) Relocated Ballpark. Three offsite alternatives are considered which were identified by the City of San Diego Task Force charged with siting a new ballpark; these sites are referred to as Mission Valley, North Embarcadero, and Chula Vista Bayfront. Three other offsite locations which were considered for the ballpark by the Task Force are identified in Section 10.8 Alternatives Considered But Rejected.

The discussion of each alternative includes a general description of the alternative, a discussion of potential impacts, and a comparison with the significant impacts of the Proposed Activities. For purposes of evaluating offsite alternatives, the focus is on the Ballpark Project. Although other development would likely occur as a result of the ballpark, the nature of this development would vary with the offsite location. Furthermore, the primary motivation for the Proposed Activities is the ballpark. The Ancillary Development Projects are largely proposed to provide

tax increment and transient occupancy tax funding to help finance the proposed ballpark and related infrastructure.

In evaluating the potential impacts of locating the Ballpark Project at offsite locations, the evaluation focuses on the impacts of developing an area of approximately 30 acres, which is the approximate area of the proposed Ballpark Project excluding extensive parking. The area required for parking would be dependent upon the amount of existing parking which would already be available at each offsite location.

## **10.1 NO PROJECT: NO DEVELOPMENT ALTERNATIVE**

### **10.1.1 Description**

This alternative evaluates the potential effects of maintaining the status quo in the area of the Proposed Activities. Under the No Project: No Development alternative, the proposed Plan Amendments would not be adopted and no further development would occur within the area of the Proposed Activities. The land uses within the area of the Proposed Activities would reflect those which exist today. As described in Sections 3.0 and 5.1, the land use would continue to be characterized by warehouses, produce operations, residential lofts, art galleries, offices, and commercial uses.

In addition to retaining the original land use plans for the area of the Proposed Activities, this alternative would retain the current street grid pattern. The proposed Park Boulevard diagonal connection between Twelfth and Eighth Avenues would not be built. Other proposed street closures or realignments would also not occur.

### **10.1.2 Environmental Impacts**

#### **10.1.2.1 Land Use and Planning**

This alternative would eliminate potential land use conflicts associated with the proposed ballpark. Light and noise impacts on nearby residential uses would be eliminated as would the litter associated with event-goers travelling to and from the ballpark. Impacts of displaced homeless on adjacent areas would be eliminated. Adverse impacts to businesses within the Gaslamp Quarter and residents in surrounding neighborhoods related to competition for parking spaces would be avoided with the No Development alternative. Impacts to [trolley railroad](#) switching operations would not occur.

With respect to land use policy conformance, this alternative would avoid the potential conflict with the Community Plan by retaining the current residential emphasis envisioned for the area of the Proposed Activities. Elimination of the impacts associated with the Ballpark and Ancillary Development Projects to historic resources would avoid conflicts with the City's Resource Protection Ordinance.

The Sun Access Criteria would continue to apply to the area and minimize the shading on adjacent property which would result from the proposed elimination of the Sun Access Criteria within the Primary and Secondary Plan Amendment Areas.

#### **10.1.2.2 Transportation, Circulation, Access, and Parking**

The No Development alternative would avoid the direct and cumulative impacts associated with the Ballpark Project. Traffic volumes would continue to be relatively light in this area. However, most of the significant congestion on the freeway segments and ramps, and the downtown surface streets providing access to the freeway system would still occur at buildout without the Ballpark and Ancillary Development Projects due to growth in other portions of downtown.

Without the Ballpark and Ancillary Development Projects traffic, significant delays at the J Street southbound onramp and Imperial Avenue northbound onramp to I-5 in the year 2002 would be avoided. However, this would be a short-term benefit as these ramps would operate at unacceptable levels of service in the buildout condition even without the Ballpark and Ancillary Development Projects Area. Unacceptable delays at the 19th Street onramp to SR 94 in the buildout condition would be avoided. Significant impacts from the Ballpark and Ancillary Development Projects to the following intersections would be avoided with the No Development alternative:

- A Street at Tenth Avenue;
- A Street at Eleventh Avenue;
- J Street at Imperial Avenue;
- J Street at 17th Street;
- Imperial at 17th Street; and
- Imperial at 19th Street.

The demand generated by ballpark events on downtown parking supply would be avoided with the No Development alternative. While this would reduce parking shortages in downtown, competition for parking around the Gaslamp Quarter would remain a problem. However, the absence of parking demand from the ballpark would avoid further competition impacts.

Without the ballpark, the proposed Park Boulevard and related street closings would not occur within the area of the Proposed Activities.

The significant impact of ballpark events on the southbound Blue Line of the San Diego Trolley would be eliminated with this alternative. Incremental increases in demand on other transit facilities including parking lots would also be eliminated with this alternative.

#### **10.1.2.3 Cultural Resources**

Development under this scenario would avoid the immediate, direct impacts to sevensix significant historic resources impacted by the Proposed Activities. In addition, it would

eliminate the indirect impact on surrounding historic resources by eliminating the influence of the Proposed Activities on redevelopment in the adjacent area.

#### **10.1.2.4 Aesthetics/Visual Quality**

Under the No Project: No Development alternative, the existing low-profile warehouse structures and vacant lots would continue to characterize the area of the Proposed Activities. Seventh, Eighth and Ninth Avenues would continue to function as view corridor streets. The design conflicts related to the long blank walls of the ballpark would be avoided.

#### **10.1.2.5 Noise**

The No Project: No Development alternative would result in a lower noise environment when compared to the proposed Ballpark and Ancillary Development Projects because the general crowd and loudspeaker noises associated with ballgames would be eliminated. Additionally, the noise generated by the concerts and other events within the ballpark amphitheater and the Park at the Park would not occur. Noise from pedestrians and automobiles would also be reduced with implementation of this alternative.

#### **10.1.2.6 Light/Glare**

Spill light and glare impacts on the surrounding area from nighttime events at the ballpark would not occur under the No Project: No Development alternative. The area would continue to be characterized by low levels of night lighting.

#### **10.1.2.7 Air Quality**

Air emissions in the vicinity of the ballpark would be reduced. However, regional air quality would not be substantially changed by this alternative. Elimination of the ancillary development would reduce the number of mobile-source emissions generated from the area of the Proposed Activities. However, as demand for the ancillary development uses is likely to exist with or without the Ballpark and Ancillary Development Projects, trips related to these uses would occur somewhere in the air basin even without the Proposed Activities. Furthermore, the ballgame traffic would remain in the air basin as ballgames would likely continue at Qualcomm Stadium.

Local air quality impacts associated with construction dust and vehicle emissions would be avoided under the No Project: No Development alternative.

#### **10.1.2.8 Geology/Soils**

The No Project: No Development alternative would retain the existing buildings on the site. A majority of the older buildings would likely not meet current seismic standards; therefore, those structures would be more vulnerable to seismic events, placing persons living and working in these facilities at greater risk of injury.

### **10.1.2.9 Paleontological Resources**

Under this alternative, paleontological resource impacts associated with the Proposed Activities would not occur as no grading and subsurface site preparation would be conducted.

### **10.1.2.10 Hydrology/Water Quality**

The No Project: No Development alternative would not result in any change to the existing condition. No increase in runoff or modification to drainage patterns would occur. Similarly, no increase in potential urban runoff sources would occur. Storm drain inadequacies in the area of the Proposed Activities would continue until general infrastructure improvements are made by the City.

### **10.1.2.11 Public Services and Facilities**

Impacts related to increased demand for fire, police and solid waste services would be reduced under the No Project: No Development alternative when compared to the Ballpark and Ancillary Development Projects.

### **10.1.2.12 Population/Housing**

The No Project: No Development alternative would not displace urban homeless from the area of the Proposed Activities. Existing opportunities for gathering during the day and unauthorized shelter at night would remain in the area of the Proposed Activities.

### **10.1.2.13 Hazardous Materials**

Existing hazardous material sources within the area of the Proposed Activities would remain undisturbed. Under this alternative, construction workers would not accidentally come into contact with hazardous materials during demolition and site preparation. However, hazardous wastes, such as asbestos and other contaminated building materials and underground storage tanks, would continue to pose a public health and safety concern to the area. Because the exposure would not result from implementation of the alternative, it would not be considered a significant impact.

## **10.1.3 Conclusion**

The No Project: No Development Alternative would avoid all of the significant environmental impacts associated with the Proposed Activities by leaving the area in its present state. While this alternative would avoid environmental impacts, it would not achieve the basic goals of the Proposed Activities to build a ballpark and stimulate redevelopment in Centre City East.



## **10.2 NO PROJECT: DEVELOPMENT ACCORDING TO THE CURRENT CENTRE CITY REDEVELOPMENT PLAN, COMMUNITY PLAN AND PDO ALTERNATIVE**

### **10.2.1 Description**

This alternative evaluates the potential impacts which would occur if the area of the Proposed Activities develops under the current land use designations. Under this alternative, no ballpark would be built and redevelopment would continue in accordance with the current Centre City Planned District Ordinance, Community Plan, Redevelopment Plan and related planning policy documents. In addition to retaining the original land use plans for the area of the Proposed Activities, this alternative would retain the current street grid pattern. The proposed Park Boulevard would not be built and other proposed street closures or realignments would not occur.

Under the present Centre City plans for the Primary Plan Amendment Area, the character of development within the area of the Proposed Activities would be substantially different than that envisioned by the Proposed Activities. The Centre City plans are specifically designed to encourage residential development by requiring new development to consist of at least 75 or 80 percent residential uses. Based on year 2025 development forecasts completed for the Centre City Community Plan MEIR, the future uses within the Primary Plan Amendment Area would predominantly be residential; other uses would be commercial in nature including retail, office and hotels.

Residential development would likely reflect the type of development which has been built in the nearby Marina District ranging from two- to four-story condominium or apartment complexes to mid- and high-rise condominium or apartment buildings. Hotels would be located south of K Street in order to support the San Diego Convention Center. Hotel development would likely include mid- to high-rise buildings similar to those hotels which are already located in the area.

### **10.2.2 Environmental Impacts**

Development according to the Centre City Redevelopment Plan and Community Plan has been previously evaluated in the MEIR. A summary of the analysis and conclusions of the MEIR is provided below.

#### **10.2.2.1 Land Use and Planning**

This alternative would avoid most but not all of the land use compatibility impacts associated with the proposed ballpark. The noise and lighting associated with ballpark events would not occur under this alternative. Competition for parking spaces used by Gaslamp Quarter patrons would be eliminated in the absence of the parking demand created by the ballpark because residential and hotel development would be required to provide for its parking needs. Also, increased litter and sanitation concerns would be eliminated as people attending ballpark events would not travel through the surrounding areas. The elimination of Park Boulevard would avoid

the impact on the ~~trolley railroad~~ track switching facilities located near the proposed connection point to Harbor Drive. Prolonged street closures would also likely be avoided.

Impacts from displacement of the homeless would not be avoided with this alternative. Any redevelopment of the Ballpark and Ancillary Development Projects Area would displace homeless and potentially impact surrounding areas.

With respect to land use policy, this alternative would avoid the loss of residential housing which would occur with implementation of the Proposed Activities and retain the Community Plan's goal of reserving the Centre City East area for residential development.

Although future development could impact historic buildings, this alternative would preserve the opportunity for historic buildings within the area of the Proposed Activities to be reused rather than being demolished. This would facilitate development without conflicting with the City's Resource Protection Ordinance.

Although not considered significant, this alternative would retain the view corridors along Seventh, Eighth and Ninth Avenues within the area of the Proposed Activities by leaving these streets open. In the absence of the ballpark, the likelihood of conflicts with street level design criteria would be substantially reduced.

The Sun Access Criteria would continue to apply to the area and minimize the shading on adjacent property which would result from the proposed elimination of the Sun Access Criteria within the Primary and Secondary Plan Amendment Areas.

#### **10.2.2.2 Transportation, Circulation, Access, and Parking**

This alternative would avoid the direct impacts associated with the ballpark on traffic, parking and transit in downtown. However, development in accordance with existing Redevelopment Plan, Community Plan and PDO would result in many of the same impacts related to the Ancillary Development Projects and non-event portions of the Ballpark Project. As illustrated in Tables 5.2-17 and 18 of the traffic section, build out of the area of the Proposed Activities under the existing land use plans would impact the same surface street segments and intersections as the ancillary and non-ballpark event traffic. The MEIR also concludes that buildout of the downtown area would result in significant impacts to surface streets and intersections. Significant congestion at the freeway segments and ramps, and the downtown surface streets providing access to the freeway system would still occur at buildout under the existing Redevelopment Plan, Community Plan and PDO.

The elimination of the ballpark would, however, eliminate traffic, parking and transit impacts related to ballpark events. The significant impacts of ballpark event traffic on the eastbound onramp from 19th Street to SR 94 would be eliminated. In addition, impacts to the following surface street intersections would be avoided:

- A Street at Tenth Avenue;
- A Street at Eleventh Avenue;
- J Street at 17th Street; and
- Imperial at 19th Street.

The demand generated by ballpark events on downtown parking supply would be avoided with this alternative. While this would reduce parking shortages in downtown, competition for parking around the Gaslamp Quarter would remain a problem. However, the absence of parking demand from the ballpark would avoid further competition impacts.

Without the ballpark, the proposed Park Boulevard and related street closings would not occur within the area of the Proposed Activities.

The significant impact of ballpark events on the southbound Blue Line of the San Diego Trolley would be eliminated with this alternative. Incremental increases in demand on other transit facilities including parking lots would also be eliminated with this alternative.

#### 10.2.2.3 Cultural Resources

This alternative would eliminate impacts to the ~~sevensix~~ significant historic structures which would be impacted by the proposed Ballpark Project. Although, as indicated in the MEIR, future development within the area could impact historic buildings, this alternative would preserve the opportunity for historic buildings within the area of the Proposed Activities to be reused rather than being demolished. Therefore, this alternative would not be considered to produce a potentially significant impact to the historic structures.

#### 10.2.2.4 Aesthetics/Visual Quality

Development in accordance with the existing plans and policies would eliminate the change in aesthetics and visual quality which would have resulted from the ballpark as well as the ancillary development. The area would be expected to develop over time into the residential neighborhood envisioned by the existing Community Plan and PDO. The visual impacts related to the long expanses of blank street walls associated with portions of the ballpark, and possibly ancillary development, would be eliminated. The scale of development occurring under the existing plans would be expected to conform to the various street level and view regulations contained in the design criteria which are currently applied to the area of the Proposed Activities.

#### 10.2.2.5 Noise

This alternative would result in a lower noise environment when compared to the proposed Ballpark and Ancillary Development Projects because the general crowd and loudspeaker noises associated with baseball game would be eliminated. Additionally, the noise generated by the concerts and other events within the ballpark and the Park at the Park would not occur. Noise from pedestrians and automobiles would also be reduced with this alternative. Construction noise would occur but the scale of construction would be much less.

### **10.2.2.6 Light/Glare**

This alternative would avoid the significant light/glare impacts associated with the Proposed Activities by eliminating the proposed ballpark. Future development in accordance with existing plans and policies would not involve the intensity of lighting associated with the ballpark. The significant impacts of ballpark field lighting on light-sensitive uses within the immediate vicinity of the ballpark would be avoided. The elimination of the ballpark would also avoid the cumulative impacts of field lighting on regional astronomical observatories which could result when simultaneous nighttime events are held at the proposed ballpark and existing Qualcomm Stadium. In addition, this alternative would avoid the impacts of the ballpark glow on surrounding views.

### **10.2.2.7 Air Quality**

The air quality in the San Diego Air Basin would remain essentially the same with the No Project: Development According to the Current Centre City Community Plan and PDO alternative because the ballgame traffic would remain within the air basin and the number of trips generated from the area of the Proposed Activities would increase as redevelopment occurs as planned. The MEIR indicates that buildout under the Centre City Community Plan would result in significant cumulative impacts to air quality.

The magnitude of localized air quality impacts related to construction (e.g., dust and construction equipment emissions) within the area of the Proposed Activities would be reduced as redevelopment would be spread over a long period of time rather than all at once as would occur with construction of the Ballpark and Ancillary Development Projects.

### **10.2.2.8 Geology/Soils**

This alternative would be faced with the same geologic hazards facing development of the proposed Ballpark and Ancillary Development Projects (e.g., seismic safety).

### **10.2.2.9 Paleontological Resources**

This alternative would pose the same threat to paleontological resources as the proposed Ballpark and Ancillary Development Projects.

### **10.2.2.10 Hydrology/Water Quality**

This alternative would reduce potential water quality impacts but may actually result in greater surface water runoff because the large grass areas associated with the Ballpark Project would not occur. Existing storm drain deficiencies would remain a constraint to development under this alternative.

Elimination of the ballpark would avoid the increased water quality risks associated with this facility. As discussed earlier, the ballpark has the potential to generate large amounts of trash

which could be washed into the Bay and adversely impact the water quality of the Bay. The elimination of the pesticides and fertilizers used on the playing field as well as food and other organic material in water used to clean the ballpark stands would remove other potential sources of water pollution associated with the ballpark.

#### **10.2.2.11 Public Services and Facilities**

Development under the existing plans and policies would not substantially reduce impacts to public utilities. The impacts to the utilities identified earlier are related to the inability of the existing utilities to handle future development rather than the demand created by the Ballpark and Ancillary Development Projects. The MEIR acknowledges that future development would significantly impact a number of water and sewer lines as well as storm drains. [Impacts to the remaining public services and facilities would be similar to those of the proposed Ballpark and Ancillary Development Projects.](#)

~~While utility impacts would be similar, this alternative would eliminate the additional demand placed on police protection services to service a ballpark event. However, residential development is generally considered to require more police as well as fire protection services than commercial development.~~

#### **10.2.2.12 Population/Housing**

The loss of land for potential housing associated with the Proposed Activities was considered significant. This alternative would allow residential and hotel development to be the dominant land use type within the area of the Proposed Activities. This would facilitate the overall goal of the Community Plan of promoting residential development downtown and would not result in a significant housing impact.

While this alternative would avoid the large-scale displacement of homeless populations within the area of the Proposed Activities, future redevelopment of the area would gradually displace the homeless by eliminating vacant property and increasing the permanent population in the area. Thus, in the long-term, displacement of the homeless population in the area of the Proposed Activities is expected with this alternative as well as the Proposed Activities.

#### **10.2.2.13 Hazardous Materials**

Until older deteriorated and dilapidated structures are brought up to existing building code standards or demolished, the potential for the public's exposure to asbestos and lead paint would continue. Construction workers involved in redevelopment under the existing plans could be exposed to hazardous materials, resulting in a significant impact, as with the Proposed Activities.

### **10.2.3 Conclusion**

The No Project: Development According to Current Centre City Redevelopment Plan, Community Plan and PDO Alternative would reduce or avoid many of the environmental

impacts associated with the Proposed Activities. Most notably, this alternative would avoid the impacts associated with the ballpark which would be related to land use/planning, cultural resources, aesthetics/visual quality, noise and lighting. As this alternative would emphasize residential development, the impacts to land for housing would be avoided. However, impacts related to displacement of the homeless would only be spread out over a longer period of time. Competition for parking in surrounding areas would be reduced as residential and hotel uses would provide parking. The absence of ballpark events would avoid significant noise and light impact on surrounding land uses. The lower scale of development would likely reduce the impact of development on historic resources within the area of the Proposed Activities and reduce the aesthetic impacts associated with the bulk and scale of the proposed ballpark.

While this alternative would reduce or avoid many of the significant impacts associated with the proposed Ballpark and Ancillary Development Projects, it would not achieve the basic goals to construct a new ballpark, provide a revenue source for ballpark construction, and stimulate redevelopment of Centre City East.

### **10.3 PARKBAYDIAGONAL ALTERNATIVE**

#### **10.3.1 Description**

This alternative was conceived by a citizen group known as the ParkBayDiagonal Collaborative. The alternative which is described below as well as much of the environmental analysis comes from a report entitled “Report to EIR” dated June 14, 1998, which was prepared by the group.

The underlying goal of the ParkBayDiagonal Alternative is to allow development around the ballpark to occur independent of the ballpark and not be required to meet tax revenue-generation guarantees. The stated objective of this goal is to promote development to be more sensitive to the overall character of the area and to allow the area along the diagonal to be a 24-hour activity center. Unlike the Proposed Activities, the ParkBayDiagonal Alternative would not mandate a specific ancillary development program timeline or the tax revenue generation.

The ParkBayDiagonal Alternative would be similar to the Proposed Activities in that it proposes similar elements including a 42,000-seat ballpark and open plaza/park area beyond the outfield fence. It would also construct a new diagonal street to connect Twelfth Avenue to Harbor Drive, northwest of Harbor Drive’s existing intersection with Eighth Avenue (Figure 10.3-1). However, the ballpark and diagonal street would be in different locations than the Proposed Activities.

The ballpark would be located in the southeast corner of the Primary Plan Amendment Area in a triangular area formed by the new diagonal, Imperial Avenue and Twelfth Avenue. Twelfth Avenue would be open to traffic. K Street between the diagonal and Twelfth Avenue would be closed to allow for the open space plaza area. Conceivably, sports-related retail uses could be located in the buildings south of J Street in the vicinity of the plaza area but this is not specifically proposed in the alternative.

The new diagonal street would extend from the corner of Eleventh Avenue and Island Avenue rather than the corner of Twelfth Avenue and K Street. In addition, the ParkBayDiagonal is intended to create an active street scene along the diagonal by reflecting the design elements of a street in Barcelona, Spain, known as Las Ramblas. The diagonal would include a protected, 60-foot wide, pedestrian median. The median would include kiosks and small retail shops as well as street trees. The median would also provide open promenades for walkers, bikers, skaters, and runners. Up to 2,400 subterranean parking spaces would be constructed beneath the diagonal.

The alternative envisions that the buildings facing the diagonal would have commercial and retail uses on the first floor with residential, office and/or hotel rooms on upper floors.

### **10.3.2 Environmental Impacts**

In comparison with the Proposed Activities, the ParkBayDiagonal Alternative would lessen environmental impacts in some cases and increase impacts in others. In other issues, the environmental impacts would be essentially the same. A brief comparison of the ParkBayDiagonal Alternative and the Proposed Activities follows.

#### **10.3.2.1 Land Use/Planning**

As with the proposed Ballpark Project, the noise, lighting and pedestrian activities associated with the ballpark would significantly impact surrounding areas. The impacts in the immediate area surrounding the proposed ballpark location could be greater with this alternative due to the fact that a higher emphasis would be placed on residential development around the ballpark which is considered the most sensitive to ballpark activities.

The alternative diagonal alignment would not reduce impacts to the trolley switching facilities. ~~The proposed connection to Harbor Drive would still impact rail switching.~~

As with the Proposed Activities, the parking demand associated with the ballpark portion of the ParkBayDiagonal Alternative would compete with parking currently serving Gaslamp Quarter patrons. Parking may also spill into adjacent residential neighborhoods as with the Proposed Activities.

Unlike the Proposed Activities, the ParkBayDiagonal would not eliminate the emphasis on residential development in the entire Primary Plan Amendment Area. While the immediate area of the ballpark would require the mandated minimum of residential development (75 or 80%) be eliminated, the ParkBayDiagonal would promote the type of development envisioned by the existing Centre City Redevelopment Plan, Community Plan and PDO which calls for commercial uses on the ground floor with upper floors devoted to residential uses.

As discussed later, the ParkBayDiagonal Alternative would reduce but not eliminate direct impacts to historic resources. Two of the ~~sevensix~~ historic structures affected by the proposed Ballpark Project location would be impacted and the proposed alignment for the new diagonal street would affect one other historic building not affected by the Proposed Activities. Thus, this

Figure 10.3-1 ParkBayDiagonal Alternative 8.5x11 (8 ½ x 11 b&W)



alternative would reduce but not avoid significant impacts with respect to potential conflicts with the City's Resource Protection Ordinance.

The Sun Access Criteria would continue to apply to the area and minimize the shading on adjacent property which would result from the proposed elimination of the Sun Access Criteria within the Primary and Secondary Plan Amendment Areas.

#### **10.3.2.2 Transportation, Circulation, Access and Parking**

The traffic circulation impacts on surface streets and the freeway system related to the ballpark would be essentially the same as the proposed location as the two locations are located immediately adjacent to one another. Thus, it would be considered to have potential for significant impacts. However, the traffic volumes generated by the balance of the area within the Primary Plan Amendment Area would likely be less with the ParkBayDiagonal Alternative. By encouraging residential with support commercial, the overall trip volume would likely be less than the trip-intensive commercial and office uses associated with the proposed Ancillary Development Projects. The alternate connecting points for the diagonal would not substantially change the impacts over those associated with the proposed Park Boulevard.

While the location of the ballpark would be closer to the main trolley transfer station, it would be less accessible from the trolley stops at First Avenue and Harbor Drive and Fifth Avenue at Harbor Drive. Consequently, significant impacts to the south Blue Line of the San Diego Trolley would occur with this alternative. Whereas the proposed ballpark location would distribute trolley trips among the four nearby stations, this alternative would concentrate all trolley trips at the two Twelfth and Imperial Stations with possible negative operational impacts.

The proposal to construct up to 2,400 parking spaces beneath the diagonal would provide essentially the same number of spaces as would be provided with the proposed Ballpark Project. However, like the Proposed Activities, this alternative would not provide enough dedicated parking to meet the demand generated by a ballpark event. Thus, this alternative would also have significant impacts on downtown parking.

The proposed median could create a pedestrian safety problem because pedestrians would be more likely to jaywalk in order to reach retail activities within the proposed median. Without these attractions, pedestrians would have no substantial motivation to illegally cross the street.

#### **10.3.2.3 Cultural Resources**

The proposal to construct the ballpark in the southeast corner of the Primary Plan Amendment Area would reduce the number of historic structures that would be affected by the proposed Ballpark Project. While both locations of the ballpark would result in impacts to the SDG&E [Company](#) Office Building and Rosario Hall, the ParkBayDiagonal ballpark location would avoid the Western Metal, Bundy Lofts/Schiefer & Sons Warehouse, Kvaass Construction/Levi Wholesale Grocery, and Showley Brothers Candy Factory buildings. However, the proposed alignment of the diagonal street would impact a historic structure (ReinCarnation Building)

which would not be impacted by the Proposed Activities. While the ReinCarnation Building would be preserved, the northwest corner of the building would require modification to accommodate the proposed diagonal. ~~The impacts that all of these historic structures is considered significant.~~ Impacts to the ReinCarnation Building could be reduced to below a level of significance if the building modifications necessary to accommodate the new diagonal street meet the Secretary of the Interior's Standards. Impacts to Rosario Hall could be reduced to below a level of significance by incorporating the building's relocation or by its incorporation into the ballpark in a manner that meets the Secretary of the Interior's Standards. Impacts to the SDG&E Company Office Building could be reduced to below a level of significance by the building's incorporation into the ballpark in a manner that meets the Secretary of the Interior's Standards.

In addition to retaining four of the ~~sevensix~~ historic buildings directly impacted by the proposed Ballpark Project, the ParkBayDiagonal Alternative would provide a greater opportunity for the existing warehouse buildings in the footprint of the proposed Ballpark Project to be retained and possibly be reused to support commercial on the ground floor and residential on the upper floors as envisioned by the current Centre City Community Plan and PDO. However, no guarantees would exist that redevelopment in this area would retain either the existing buildings or warehouse character of the area.

#### **10.3.2.4 Aesthetics/Visual Quality**

The ParkBayDiagonal Alternative would potentially result in less visual impacts on the Primary Plan Amendment Area, although, they would still be considered significant. While the visual impact of the ballpark (e.g., extended blank walls) would be essentially the same, the currently allowed land use types developed outside the alternative ballpark footprint would have less of an impact on neighborhood character and aesthetics than the proposed ancillary development. Unlike the more intense development associated with the ancillary development, future development in accordance with the current land use designations would be more likely to conform to the design criteria established for the area (e.g., building bulk and street level development standards). Additionally, the currently allowed development types would better reflect the lower scale development currently associated with the Gaslamp Quarter and other surrounding development.

The location of the ballpark would maintain the current alignments of Seventh, Eighth and Ninth Avenues within the Primary Plan Amendment Area and allow them to continue to serve as view corridors.

#### **10.3.2.5 Noise**

The noise impact of the ballpark in the new location would be considered significant and similar to that of the Proposed Activities. Noise from the public address system, cheering and fireworks would still permeate into the surrounding area to the north of K Street, where residential uses are similar to those north of K Street in the proposed location for the ballpark. In contrast to the

Proposed Activities, however, the proposal to include more residential around the ballpark could expose more noise-sensitive uses to the noise than the proposed Ancillary Development Projects.

#### **10.3.2.6 Light/Glare**

As with noise, the light/glare impact of the ballpark in the new location would be considered significant and similar to that of the Proposed Activities. Field lights would still create spill light and glare which would disrupt sleeping and driving activities within the immediate vicinity of the alternative ballpark location as well as impact regional observatory activities. In contrast, however, the proposal to include more residential around the ballpark could expose more light-sensitive uses to the light than the proposed Ancillary Development Projects.

#### **10.3.2.7 Air Quality**

The air quality impacts related to the alternative ballpark location would be the same as the Proposed Activities and therefore potentially significant. However, air quality impacts from surrounding development could be less than with the Ancillary Development Projects due to the likelihood that development consistent with the existing land use designations would generate less automobile trips. Nevertheless, the development around the alternative ballpark location would still represent a significant cumulative impact like the Proposed Activities.

#### **10.3.2.8 Geology/Soils**

The ParkBayDiagonal would move the ballpark closer to the fault zone located east of Twelfth Avenue. However, as with the Proposed Activities, these faults would not pose a significant hazard to the ballpark. This alternative would be subject to the same potentially significant geologic impacts resulting from seismicity as with the Ballpark Project.

#### **10.3.2.9 Paleontological Resources**

The potential impact of this alternative on paleontological resources would be significant and essentially the same as the Proposed Activities. Construction of the ballpark as well as surrounding development could encounter significant paleontological resources during excavation under both the Proposed Activities and the ParkBayDiagonal Alternative.

#### **10.3.2.10 Hydrology/Water Quality**

The hydrology/water quality impacts associated with the ParkBayDiagonal Alternative would be significant and essentially the same as the Proposed Activities. As discussed earlier, the ballpark is the major new source of potential water quality impacts and the location would not change the impact potential. Runoff from the surrounding development would not be substantially different because the important factor is the amount of impermeable surface area rather than the nature of the development.

### **10.3.2.11 Public Services/Facilities**

The public services/facilities impacts associated with the ParkBayDiagonal Alternative would be significant and essentially the same as the Proposed Activities. Upgrades to the existing infrastructure would be required to accommodate the ballpark as well as the redevelopment around it. Similar demands for fire and police protection would be generated by the alternative location.

In contrast to the proposed ancillary development, the emphasis on encouraging residential development within the Primary Plan Amendment Area could increase the need for police and fire protection due to the fact that residential development typically has a greater demand for these services. In addition, the residential development would create a demand on school and library services which would not result from the proposed Ancillary Development Projects as the emphasis would be on non-residential uses.

### **10.3.2.12 Population/Housing**

As discussed earlier, the ParkBayDiagonal Alternative would promote the existing land use goal of the Centre City Community Plan and PDO by encouraging residential development around the ballpark. It would also allow for the residential use of warehouse buildings which would have been demolished by the proposed Ballpark Project.

The impact on social services facilities for the homeless would be lessened by the elimination of potential redevelopment of the Primary Plan Amendment Area, which includes the site of the San Diego Rescue Mission. No new impacts to existing social services facilities would occur with the alternative ballpark location. However, the ballpark and future development of the area around the ballpark, as encouraged by the ParkBayDiagonal Alternative, would displace the homeless, in the same manner as the Proposed Activities, by removing vacant lots and abandoned buildings, and increasing the permanent resident population. The impact of the displaced homeless, when they are forced into the surrounding community, would be considered significant as with the Proposed Activities.

### **10.3.2.13 Hazardous Materials**

Hazardous materials located in the Primary Plan Amendment Area would pose a potential significant public health and safety risk under either the ParkBayDiagonal Alternative or the Proposed Activities. However, due to the increased sensitivity of residential development to hazardous materials, the long-term public health and safety risk could be slightly greater with the ParkBayDiagonal Alternative.

## **10.3.3 Conclusion**

As the ParkBayDiagonal Alternative would include a ballpark, the impacts of this alternative would be very similar to the Proposed Activities. As with the Proposed Activities, this alternative would have significant impacts with respect to land use/planning, transportation,

circulation, access, and parking, cultural resources, aesthetics/visual quality, noise, light/glare, air quality, geology/soils, paleontologic resources, water quality, public services, population/housing and hazardous materials. However, the impacts of this alternative on several of these issues would be less than the Proposed Activities due, primarily, to the elimination of the Ancillary Development Projects.

In particular, elimination of the Ancillary Development Projects component of the Proposed Activities would reduce impacts related to cultural resources, housing, and land use/planning. By allowing development around the ballpark to be determined by market forces, residential development may become a dominant land use around the ballpark. This would reduce the substantial loss of land for potential housing units which would be associated with the Proposed Activities. However, an increase in the number of housing units would have a negative effect by increasing the land uses which are considered sensitive to noise and light generated by ballpark activities. Although several historic structures would be impacted by this alternative, the Western Metal Company building, Schiefer & Sons Warehouse, Levi Wholesale Grocery and Showley Candy Factory would not be directly impacted. Furthermore, residential uses and individual commercial developments may be better able to reuse historic buildings in the area. Although the ballpark would conflict with design policies, individual development projects surrounding the ballpark would likely be more able to meet current design policies.

While the ParkBayDiagonal would meet the basic objective of constructing a new ballpark, it would not meet the objective of providing an essential funding source to offset the cost of constructing the ballpark. Without a mandatory Ancillary Development Projects component, sufficient tax increment and transient occupancy tax funding sources would not be guaranteed. In addition, placement of the ballpark farther away from the Gaslamp Quarter would not promote the synergy between the two uses which would occur with the proposed location for the ballpark. The proposed location for the ballpark was specifically selected because it would encourage an exchange of pedestrian activity and patronage between these two entertainment-based uses. The alternative site would require a longer walking distance but would also separate the two entertainment areas with non-entertainment uses associated with the ancillary development. The intervening ancillary development would represent an obstacle to the flow between the ballpark and the Gaslamp Quarter. The proposed median activities would increase the cost of constructing Park Boulevard and require more right of way acquisition. Underground parking would be substantially more expensive than surface parking.

## **10.4 RELOCATED BALLPARK**

### **10.4.1 Description**

This alternative would relocate the ballpark to the general location suggested by the ParkBayDiagonal Collaborative but would include concurrent ancillary development to conform to the Memorandum of Understanding and the financing needs of the ballpark. The Relocated Ballpark alternative would retain the basic three elements of the Proposed Activities: Ballpark Project, Ancillary Development Projects and Plan Amendments. However, this alternative modifies the design of the diagonal roadway to reduce the impact to historic structures over that

associated with the orientation proposed in the ParkBayDiagonal Alternative. Each of the three basic activity elements is described below.

#### **10.4.1.1 Ballpark Project**

The basic elements of the Ballpark Project would be retained (Figure 10.4-1). The ballpark would seat approximately 42,500 people and include two Garden Buildings to house support functions. A Park at the Park would be located beyond the outfield fence. The Retail at the Park development would be constructed around the perimeter of the Park at the Park.

The parking facilities would be similar to the Proposed Activities. Approximately 1,800 dedicated parking spaces would be created for baseball events. The parking facilities would include one parking structure somewhere within the Primary Plan Amendment Area with the remaining spaces located in surface lots to the east and south of the ballpark.

A similar series of infrastructure improvements would be made as part of the Relocated Ballpark alternative; however, the roadway system would be different than that of the Proposed Activities. The new diagonal roadway would run along the west side of the ballpark between the intersection of Twelfth Avenue and Island Avenue and a new intersection located west of the existing intersection of Eighth Avenue and Harbor Drive. Tenth and Eleventh Avenues would terminate at their intersection with the new Park Boulevard. Eighth Avenue would end in a cul de sac, just north of Harbor Drive. K Street would be closed between the ballpark and the Park at the Park. Imperial Avenue would extend along the south side of the ballpark and connect to Park Boulevard. Open space plazas, enhanced streetscape and utility rerouting/undergrounding would also be included in the infrastructure improvements. A new Coaster station would be constructed in the same area as anticipated by the Proposed Activities.

The enhanced 60-foot median envisioned by the ParkBayDiagonal Alternative for the diagonal street would be eliminated and replaced by a configuration similar to the Proposed Activities in order to avoid impacting the historic ReinCarnation building which would be impacted by the ParkBayDiagonal Alternative. No parking beneath the new diagonal would be constructed due to the financial consideration associated with potential high groundwater and conflicts with underground utilities as well as concern that people may be reluctant to use underground parking in the area for safety reasons.

#### **10.4.1.2 Ancillary Development Projects**

A variety of new developments would occur with the ballpark to provide a revenue source to repay bonds for the Ballpark Project. As with the Proposed Activities, this development would be completed concurrent with the ballpark and would include, or generate the revenue equivalent to, at least: (1) 850 new hotel rooms with associated parking, commercial and support space, (2) office buildings containing at least 600,000 gross square feet (gsf) with associated parking, commercial and support space, and (3) retail development containing at least 150,000 gsf.

Figure 10.4-1 Relocated Ballpark Alternative (8 ½ x 11 b&W)

### **10.4.1.3 Plan Amendments**

As with the Proposed Activities, the land use regulations governing development within the Primary and Secondary Plan Amendment Areas would be amended to accommodate the proposed Ballpark and Ancillary Development Projects. The proposed amendments within the two amendment areas would be identical to the amendments which are part of the Proposed Activities.

## **10.4.2 Environmental Impacts**

### **10.4.2.1 Land Use and Planning**

As with the proposed Ballpark Project, the noise, lighting and pedestrian activities associated with the ballpark would impact surrounding areas. As with the Proposed Activities, the ancillary development which would surround the development would not be as sensitive to noise as the residential development expected to occur with the ParkBayDiagonal Alternative.

The parking demand associated with the Relocated Ballpark would compete with parking currently serving Gaslamp Quarter patrons in the same manner as the proposed location.

Potential impacts to the ~~trolley railroad~~ switching operations would be avoided by moving the connection point of Park Boulevard to the west of the intersection of Eighth Avenue and Harbor Drive.

As with the Proposed Activities, the relocated ballpark and surrounding ancillary development would preclude residential housing in an area which is currently designated by the Redevelopment Plan, Community Plan and PDO to be a residential neighborhood.

The homeless population within the area of the Relocated Ballpark Alternative would be displaced in much the same way as the Proposed Activities which would have significant land use compatibility impacts on surrounding areas.

As discussed later, this alternative would reduce but not eliminate direct impacts to historic resources. Two of the six historic structures affected by the proposed ballpark location would be impacted. Thus, this alternative would have less but still potentially significant impacts with respect to potential conflicts with the City's Resource Protection Ordinance.

No amendment to the view corridor stepbacks would be required to process this alternative; however, the Sun Access Criteria would require a Plan Amendment to accommodate the ballpark as well as the ancillary development within the Primary Plan Amendment Area. However, as with the Proposed Activities the bulk and scale of the ballpark and ancillary development would significantly conflict with design policies of the Community Plan and PDO.



#### **10.4.2.2 Transportation, Circulation, Access, and Parking**

The traffic circulation impacts on surface streets and the freeway system related to the relocated ballpark would be significant and essentially the same as the proposed location as the two locations are located immediately adjacent to one another. In addition, traffic impacts related to the ancillary development would be similar as the development uses and intensities would be similar. The alternate connecting points for the diagonal would not substantially change the impacts over those associated with the proposed Park Boulevard.

While the location of the ballpark would be closer to the main trolley transfer station, it would be more remote from the stations at First Avenue and Harbor Drive and Fifth Avenue at Harbor Drive. Consequently, significant impacts to the south Blue Line of the San Diego Trolley would occur with this alternative. As with the ParkBayDiagonal alternative, trolley traffic would be concentrated at the Twelfth and Imperial Stations. Like the Proposed Activities, this alternative would not provide enough dedicated parking to meet the demand generated by a ballpark event. Thus, this alternative would also have significant impacts on downtown parking.

#### **10.4.2.3 Cultural Resources**

As with the ParkBayDiagonal Alternative, the alternative site for the ballpark would avoid direct impacts to the Showley Brothers Candy Factory, Bundy Lofts/Schiefer & Sons Warehouse, Kvaas Construction/Levi Wholesale Grocery Company, [Farmers Bazaar](#) and the Western Metal buildings but would not avoid the impacts to the Rosario Hall building and SDG&E office building resulting in a significant impact. The reduction in the overall width of the diagonal would, however, avoid impacts to the ReinCarnation building which would be associated with the wider right-of-way contained in the ParkBayDiagonal Alternative.

While the relocated ballpark site would allow for the preservation of four historic buildings which would be impacted by the proposed ballpark location as well as other older buildings in the area of the Proposed Activities, the intensity of ancillary development required to achieve the terms of the Memorandum of Understanding for the ballpark would likely make it difficult to preserve these buildings.

#### **10.4.2.4 Aesthetics/Visual Quality**

While the relocated ballpark and future ancillary development would have the same potential impacts on the aesthetics and neighborhood character as the Proposed Activities, this alternative would allow the view corridors on Seventh, Eighth, and Ninth Avenues to be retained. The scale of these developments would have similar potential to create long blank walls which would significantly impact neighborhood character as with the Proposed Activities.

#### **10.4.2.5 Noise**

The noise impact of the relocated ballpark would be significant and similar to that of the Proposed Activities. Noise from the public address system, concert speakers, cheering and

fireworks would still permeate into the surrounding area to the north of K Street, where residential uses are similar to those north of K Street in the proposed location for the ballpark. As with the Proposed Activities, the proposed ancillary development would form a transition zone to the noise-sensitive uses which lie outside of the Primary Plan Amendment Area.

#### **10.4.2.6 Light/Glare**

As with noise, the light/glare impact of the ballpark in the new location would be significant and similar to that of the Proposed Activities. Field lights would still create spill light and glare which would disrupt sleeping and driving activities within the immediate vicinity of the alternative ballpark location as well as regional observatory activities. In contrast to the ParkBayDiagonal Alternative, the ancillary development would form a transition between the ballpark and light-sensitive uses which lie outside the Primary Plan Amendment Area.

#### **10.4.2.7 Air Quality**

The air quality impacts of the Relocated Ballpark alternative would be significant and essentially the same as the Proposed Activities. Although the orientation of the uses would be different, the number of trips generated by the two would be very similar.

#### **10.4.2.8 Geology/Soils**

The Relocated Ballpark alternative would face the same potentially significant geologic impacts as the Proposed Activities. While this alternative would move the ballpark closer to the fault zone located east of Twelfth Avenue, these faults would not pose a significant seismic hazard to the ballpark or to ancillary development. Further, the proposal to develop the land above the fault zone with surface parking would be an appropriate use.

#### **10.4.2.9 Paleontological Resources**

The potential impact of this alternative on paleontological resources would be significant and essentially the same as the Proposed Activities. Construction of the ballpark as well as surrounding development could encounter significant paleontological resources during excavation under both the Proposed Activities and the Relocated Ballpark Alternative.

#### **10.4.2.10 Hydrology/Water Quality**

The water quality impacts associated with the Relocated Ballpark alternative would be significant and essentially the same as the Proposed Activities. As discussed earlier, the ballpark is the major new source of potential water quality impacts and the location would not change the impact potential.

#### **10.4.2.11 Public Services and Facilities**

The public services and facilities impacts associated with the Relocated Ballpark alternative would be significant and essentially the same as the Proposed Activities. Upgrades to the existing infrastructure would be required to accommodate the ballpark as well as the ancillary development around it. Similar demands for fire and police protection as well as solid waste disposal would be generated.

#### **10.4.2.12 Population/Housing**

The Relocated Ballpark alternative would have the same significant impacts to population/housing as the Proposed Activities. As with the Proposed Activities, this alternative would not directly impact any social service facilities but would displace the homeless population which currently utilizes the area of the Proposed Activities. It would also preclude the residential neighborhood envisioned for the area by the Centre City Redevelopment Plan, Community Plan and PDO.

#### **10.4.2.13 Hazardous Materials**

The Relocated Ballpark alternative would result in the same potentially significant public health and safety risks as the Proposed Activities. The construction phase of the Relocated Ballpark alternative could expose construction workers to hazardous materials such as asbestos, lead paint and hazardous compounds contained in underground storage tanks. After construction, residual soil and groundwater contaminants could pose a health and safety hazard to future workers, residents, shoppers and people attending ballpark events. Improperly used or stored hazardous materials in future development could also pose a risk.

### **10.4.3 Conclusion**

As with the ParkBayDiagonal Alternative, the impacts of the Relocated Ballpark Alternative would be very similar to the Proposed Activities. This alternative would have significant impacts with respect to land use/planning, transportation, circulation, access, and parking, cultural resources, aesthetics/visual quality, noise, light/glare, air quality, geology/soils, paleontologic resources, water quality, public services, population/housing and hazardous materials.

Although the inclusion of the Ancillary Development Projects would overcome the financial drawbacks associated with the ParkBayDiagonal Alternative, the Ancillary Development Projects negate potential impact reductions associated with the ParkBayDiagonal Alternative with respect to cultural resources, land/use planning and housing. Although the Western Metal Company building, Schiefer & Sons Warehouse, Levi Wholesale Grocery and Showley Candy Factory would not be directly impacted, the large scale of development necessary to achieve the goals for revenue generation would likely make it more difficult to preserve these and other historic structures in the area. The ancillary development would minimize residential

development resulting in similar impacts on housing as the Proposed Activities. The scale of ancillary development may also involve the same design conflicts as the Proposed Activities.

As with the ParkBayDiagonal Alternative, placement of the ballpark farther away from the Gaslamp Quarter would not promote the synergy between the two uses which would occur with the proposed location for the ballpark. The proposed location for the ballpark was specifically selected because it would encourage an exchange of pedestrian activity and patronage between these two entertainment-based uses. The alternative site would require a longer walking distance but would also separate the two entertainment areas with non-entertainment uses associated with the ancillary development. The intervening ancillary development would represent an obstacle to the flow between the ballpark and the Gaslamp Quarter.

## **10.5 NORTH EMBARCADERO ALTERNATIVE**

### **10.5.1 Description**

Under this alternative, a ballpark would be developed on a portion of the Navy's Broadway Complex property. More specifically, the site would extend from Broadway on the north to Harbor Drive on the south, and from the promenade along the bulkhead on the west to Pacific Highway on the east. The entire parcel is owned by the U.S. Navy, and currently forms part of the Naval Supply Center Complex.

Currently, the eastern portion of the North Embarcadero site along Pacific Highway is used primarily for surface parking. The westerly portion supports the Naval Supply Center offices and warehouse facilities as well as a vacant portion at the northeast corner of Harbor Drive and G Street.

The Navy's Broadway Complex, including the potential ballpark site, has been the subject of considerable land use planning efforts in the past. Several environmental documents, including draft and final Environmental Impact Statements (EIS) under NEPA and Environmental Impact Reports (EIR) under CEQA have been prepared for the Navy Broadway Complex. Additionally, a Record of Decision (ROD) was filed. Subsequent to the ROD, a Congressional bill (Public Law 99-661) was passed, approving the Navy Broadway Complex Project. The City of San Diego and the Navy have negotiated a Memorandum of Understanding (MOU) allowing development of the Broadway Complex property. The proposed development of the site consists of approximately 3.25 million square feet of mixed uses that would include Navy and commercial offices, a museum, hotel and retail space, and public open space.

Most recently, the North Embarcadero Alliance Visionary Plan has been adopted by the City of San Diego along with four other government agencies with jurisdictional and/or ownership interests in the North Embarcadero. This Alliance was created by an MOU signed by the Centre City Development Corporation (designated agent of the Redevelopment Agency of the City of San Diego), the City of San Diego, the County of San Diego, the San Diego Unified Port District, and the United States Navy. The Alliance Visionary Plan provides a vision for the revitalization of the waterfront from San Diego International Airport at Lindbergh Field on the

north to Seaport Village on the south. The Visionary Plan identifies six broad land use categories: Combined Commercial-Industrial, General Commercial, Combined Commercial-Residential, Public Park, Public Park/Cultural Facilities, and Public Park/Special Marine Terminal. The Navy Broadway Complex site is designated as Combined Commercial-Residential, which allows uses such as office, hotel, retail, restaurants, entertainment, other compatible commercial uses, public parks, cultural facilities, multi-family residential (including live/work), and parking facilities. In addition, the Visionary Plan promotes a street pattern on the North Embarcadero alternative site which would create a grid pattern similar to the rest of downtown by extending E, F and G Streets through the site to Harbor Drive.

A preliminary plan for a ballpark at the North Embarcadero site was submitted to the Task Force for consideration (Figure 10.5-1). The ballpark would have a similar size and seating capacity as the proposed Ballpark Project. However, in order to achieve the park and associated sports retail components of the Ballpark Project, the ballpark parcel would likely need to include the proposed Navy Complex Hotel to the south and eliminate the proposed extension of G Street to the west. Development of the ballpark on this site would also require the closure of Harbor Drive, between Broadway and Pacific Highway as well as preclude the desired extension of F Street.

The North Embarcadero ballpark alternative anticipated that parking structures would be needed to provide parking for the ballpark. As illustrated on Figure 10.5-1, two parking structures were suggested to provide approximately 4,600 new parking spaces. The balance of the parking demand would be met by existing and proposed parking spaces as with the proposed Ballpark Project. Trolley service would be provided from the Santa Fe Depot, America One Plaza and Seaport Village stations; Coaster service would be available from the Santa Fe Depot.

## **10.5.2 Environmental Impacts**

### **10.5.2.1 Land Use and Planning**

Development of the proposed ballpark at the North Embarcadero site would not avoid the significant land use compatibility impacts, but would reduce land use policy impacts associated with the proposed location in Centre City East. With respect to land use compatibility, residential units exist in the area which would be impacted by ballpark noise and lighting in the same manner as the proposed site. Impacts associated with displacement of the homeless would not be as significant as the area of the Proposed Activities as homeless populations are lower on the North Embarcadero site due to the more stringent controls imposed by the U.S. Navy. The North Embarcadero site would avoid the impacts to the [trolley/railroad](#) track switching operations by maintaining the current intersection of Eighth Avenue and Harbor Drive.

With respect to land use policy, this alternative would avoid the loss of residential development by allowing the area of the Proposed Activities to continue to be available for residential development with support commercial, as envisioned by the Centre City Community Plan. It

Figure 10.5-1 North Embarcadero Alternative (8 ½ x 11 b&W)

would also avoid the direct impacts to the historic buildings within the area of the Proposed Activities and the associated conflict with the City's Resource Protection Ordinance.

While the North Embarcadero site would avoid conflicts with the land use goals for Centre City East, construction of a ballpark on the North Embarcadero site would conflict with the land use visions of the Navy Broadway Complex. Development of the ballpark at the North Embarcadero site would preclude approximately 2.2 million square feet of office and hotel uses which are currently planned for the site under the Navy Broadway Complex plan.

The ballpark would also conflict with the North Embarcadero Visionary Plan. The Visionary Plan proposes breaking down the existing super-blocks and extending the downtown grid street system to the Bay. By extending the grid street system, the Visionary Plan would open up views of the Bay and provide additional circulation links to the waterfront. In addition, respecting the lower scale of boats, pier buildings, and other bayside structures, the Visionary Plan provides height limits that step down toward the Bay emphasizing the open character of San Diego Bay.

The ballpark would conflict with the land use goals of the Visionary Plan by representing both a visual and physical block between downtown and the Bay. The ballpark would obstruct views of the Bay from Pacific Highway. In addition, since the Navy site is not quite large enough to accommodate the Proposed Activities, F and G Streets as well as Harbor Drive, south of Broadway, would likely be closed to accommodate the ballpark. The loss of the east-west roadways as well as Harbor Drive would conflict with the Visionary Plan by limiting public access to the waterfront.

Like the Proposed Activities, a ballpark at the North Embarcadero site would potentially conflict with the City's Resource Protection Ordinance. As discussed later in this analysis, the North Embarcadero site includes two significant historic buildings as well as subsurface historic artifacts. Impacts to these resources could conflict with the historic preservation goals of the Resource Protection Ordinance.

Land use compatibility impacts from noise and lighting associated with the ballpark would still occur as a number of residential uses would occur within the affected four-block area.

As the North Embarcadero site is removed from the Gaslamp Quarter, competition for parking spaces between Gaslamp Quarter patrons and people attending ballpark events would be less than the proposed location. Similarly, the distance between the North Embarcadero site and the residential neighborhoods east of I-5 would minimize potential event parking and pedestrian impacts in those areas. However, competition for parking spaces with waterfront uses would pose an equal if not greater land use compatibility conflict.

#### **10.5.2.2 Transportation, Circulation, Access, and Parking**

The North Embarcadero site would relocate but not eliminate the significant traffic circulation impacts of ballpark events on downtown. Ballpark event impacts in the vicinity of the Imperial Avenue/I-5 interchange would be reduced as this interchange would not be as close to the North

Embarcadero site but these benefits would be offset by the increase in traffic that would occur at other freeway ramps and the surface streets which serve them. Furthermore, the constriction posed by the freeway system would continue to cause streets serving the downtown freeway onramps to be severely congested during peak hour periods.

In addition, the North Embarcadero site exhibits other traffic circulation features which make it less desirable for a ballpark. The site is farther from the major freeway access points and the downtown grid system is not as well-established in this area as many of the east-west streets do not extend into the site. Additionally, since the site is located west of the existing rail service lines, traffic entering and exiting the site could potentially be delayed by the trolley, the Coaster, and the railroad. All of the rail crossings in the downtown area surrounding the Navy site are at-grade which would mean that normal trolley and train operations would stop traffic movements causing congestion for ingress and egress to the site.

As with the proposed site for the ballpark, parking impacts would occur. As with the proposed site, available parking on weekday afternoon and evenings would be unable to meet the demand generated by a ballpark event without new parking facilities.

Transit access would be good but impacts to trolley lines serving the North Embarcadero site would likely occur. The Santa Fe Depot, American Plaza and Seaport Village Trolley stations are within three to four blocks of the North Embarcadero site and bus service is readily available along Broadway and Pacific Highway.

Pedestrian access to the North Embarcadero site is facilitated by the boardwalk along San Diego Bay which extends from Spanish Landing Park almost to the Convention Center. Use of the boardwalk would keep pedestrian and vehicular traffic separated. However, pedestrians coming from the trolley and coaster station on Kettner Boulevard and Broadway would have to cross Pacific Highway to reach the ballpark. The pedestrian crossing could result in conflicts between pedestrian and vehicular traffic which would lead to traffic congestion.

### **10.5.2.3 Cultural Resources**

Development under the North Embarcadero Alternative would avoid the impacts to historic buildings in Centre City East. However, significant impacts to historic resources would still occur with this alternative. The Final EIS for the Navy Broadway Complex indicates that the site is underlain with artifacts from waterfront development between the 1890s and 1910s. In addition, the existing Navy Broadway Complex Buildings 1 and 12, combined with the Navy Pier (located outside the boundaries of the North Embarcadero Alternative) are considered a significant historic resource as they represent every major period of Navy development at this location. Development of the ballpark would result in the loss of the Buildings 1 and 12. This alternative could also result in the loss of a memorial monument honoring Navy personnel who served in World War II which is located the segment of Harbor Drive which would be removed to accommodate the ballpark.



#### **10.5.2.4 Aesthetics/Visual Quality**

While the North Embarcadero site would eliminate the visual impacts of the ballpark within Centre City East, the North Embarcadero location would create significant aesthetic and visual quality impacts as well. Unlike the proposed location, a ballpark at the North Embarcadero site would significantly block views of the bay. Although the pedestrian promenade would continue on the bay side of the ballpark, the proximity of the ballpark would adversely impact the views from this public open space.

#### **10.5.2.5 Noise**

The North Embarcadero site would not avoid ballpark noise impacts on the Centre City East. As discussed earlier, the North Embarcadero site bordered by residential development. Furthermore, because the proposed ballpark would be adjacent to San Diego Bay, under certain weather conditions sounds from the ballpark would potentially carry across the Bay to Coronado and Point Loma. Thus, the North Embarcadero site may have greater noise impacts on these areas than the Proposed Activities.

#### **10.5.2.6 Light/Glare**

As with noise, the North Embarcadero site would not avoid ballpark light impacts on the Centre City East. As discussed earlier, the North Embarcadero site is bordered by residential and hotel uses. Impacts to regional observatory activities would also occur.

#### **10.5.2.7 Air Quality**

Moving the ballpark to the North Embarcadero site would have the same significant regional air quality impacts as the proposed location in Centre City East although local impacts from construction dust would be relocated from the Centre City East to the area around the North Embarcadero site.

#### **10.5.2.8 Geology/Soils**

The North Embarcadero site would be faced with more geologic constraints, creating a greater significant impact, than the proposed site in Centre City East. As the North Embarcadero is situated on an engineered fill which was created around 1914, the risk of liquefaction would be much greater at the North Embarcadero site.

#### **10.5.2.9 Paleontological Resources**

As the North Embarcadero site is situated on an engineered fill, this site has a low potential to impact significant paleontological resources.

### **10.5.2.10 Hydrology/Water Quality**

As with the proposed location, urban runoff from parking areas, litter, and pesticide and fertilizer use associated with a ballpark at the North Embarcadero site would have a potentially significant impact on the water quality of San Diego Bay. In fact, the impacts could be greater as the ballpark would be located immediately adjacent to the bay. Water pollutants would have a more direct pathway to the bay than from the Centre City East location.

The impact of a ballpark at the North Embarcadero site, as with the proposed location, would not result in a significant increase in surface runoff as the area is already largely developed and within an urban area. The proximity of the ballpark to the bay would likely reduce the need for offsite improvements to the storm drain system carrying runoff from the site to the bay.

### **10.5.2.11 Public Services and Facilities**

A ballpark at the North Embarcadero site would create the same demand on police and fire protection services as the proposed location. In addition, based on the EIS prepared for the Navy Broadway Complex, it appears that a sewer upgrade would likely be needed to accommodate a ballpark at this location. Consequently the impacts of this site on public services would be significant and comparable to the proposed location.

### **10.5.2.12 Population/Housing**

Locating the ballpark at the North Embarcadero site would reduce the impact of the ballpark on downtown housing as it would not interfere with the residential development envisioned for the Centre City East site by the Redevelopment Plan, Community Plan and PDO. Furthermore, the North Embarcadero site is not currently planned for residential use. Therefore, its development would not preclude any planned residential housing opportunities in the downtown area.

The North Embarcadero site would substantially reduce the impact of the ballpark on the downtown homeless population. The North Embarcadero site is not intensively used by the homeless. Located on property owned by the Navy, access to the site by the homeless is strictly limited. Furthermore, the property is well removed from the social services facilities for the homeless which are mainly located in Center City East. Thus, a ballpark in the North Embarcadero would not substantially displace an existing homeless population.

### **10.5.2.13 Hazardous Materials**

The EIS for the Navy Broadway Complex indicates a potential health hazard during demolition and site preparation related to soils contamination as well as asbestos-containing materials in the older building. Consequently, this site would have significant public health and safety risks which would be very similar to the proposed location.

### 10.5.3 Conclusion

As with the Proposed Activities, the North Embarcadero Alternative would have significant impacts with respect to land use/planning, transportation, circulation, access and parking, cultural resources, aesthetics/visual quality, noise, light/glare, air quality, geology/soils, water quality, hazardous materials, and public services and facilities. However, specific impacts related to these issues would vary. For example, while the North Embarcadero site would avoid impacts to land use policies and goals for Centre City East, placement of a ballpark at the North Embarcadero site would significantly conflict with the land use goals of the recently adopted North Embarcadero Alliance Visionary Plan. While the historic buildings in Centre City East would be avoided, other historically significant structures would be impacted at the North Embarcadero site. The closer proximity of a ballpark at this site to the ocean would increase the potential for water quality impacts and result in significant view impacts by precluding existing views of San Diego Bay. Although impacting different access points to downtown, the North Embarcadero site would result in significant traffic congestion.

While impacts of the North Embarcadero site would be similar to the Proposed Activities, the alternative would result in several impact reductions in comparison to the Proposed Activities. Most notably, the impact on population/housing would be reduced. Placement of a ballpark at the North Embarcadero site would allow the residential development planned in Centre City East to occur as presently planned. In addition, a substantially lower number of homeless would be displaced at the North Embarcadero site, and residential neighborhoods would be well-removed from intrusion from displaced homeless. With respect to paleontology, the location of the North Embarcadero site on engineered fill would preclude impacts to significant paleontological resources.

The North Embarcadero site would not meet several of the basic objectives of the proposed ballpark location. In particular, the location would not promote redevelopment of the East Village area nor would it promote synergy between the ballpark and the entertainment opportunities within the Gaslamp Quarter. Furthermore, the North Embarcadero site is not as well-served by the trolley.

## 10.6 CHULA VISTA BAYFRONT ALTERNATIVES

The City of Chula Vista identified three individual sites for a ballpark within its Bayfront Redevelopment Area. These sites are referred to as the Midbayfront, Tidelands and B.F. Goodrich sites (Figure 10.6-1). The City's Bayfront Redevelopment Area covers approximately 790 acres of land between Interstate 5 and the San Diego Bay between the northern City Limits and Palomar Avenue.

### 10.6.1 Description

Development of a ballpark at any of the three Chula Vista Bayfront sites would entail a similar development program. The ballpark would accommodate approximately 42,500 persons. As parking opportunities are generally absent in the vicinity of the Chula Vista Bayfront sites, an

Figure 10.6-1 Chula Vista Bayfront Alternatives (8 ½ x 11 b&W)

extensive parking program would likely be required including a combination of surface and structured parking. Roadway improvements would also be required to serve the future ballpark.

In order to meet the Padres' goal of providing a wide variety of family entertainment opportunities associated with the ballpark, the area around the ballpark would be developed with retail and dining opportunities to complement baseball game activities. In the absence of specific plans, it is assumed that this development would be similar to the Park at the Park and Retail at the Park contemplated by the proposed Ballpark Project.

A brief description of each of the three Chula Vista Bayfront sites including size, ownership and current planning designations follows.

#### **10.6.1.1 Midbayfront**

The Midbayfront site includes approximately 115 acres at the north end of the Bayfront Redevelopment Area. The largest portion of the site, comprised of about 97 acres, is privately-owned; the City of Chula Vista Redevelopment Agency owns about 8 acres; and SDG&E has an easement on about 10.5 acres. The site is located west of Interstate 5 and is generally bounded by Lagoon Drive on the south, and San Diego Bay on the west. Regional access would be provided by Interstate 5 and State Route 54. The major surface street which provides access to the site is E Street.

The site is presently vacant. Surrounding land uses include the Chula Vista Wetland Nature Center and wetlands to the north and west, B.F. Goodrich Aerospace Aerostructures Group facilities to the south, and I-5, San Diego Trolley, commercial and residential development to the east.

Under the Bayfront Redevelopment Plan, the Midbayfront subarea is planned for a multi-use resort development including hotels, office, commercial, high density residential, multi-purpose sports facility, cultural arts facility and open space.

#### **10.6.1.2 Tidelands**

The Tidelands site consists of approximately 76 acres located on the west side of Marina Parkway between G Street and Sandpiper Way. The site lies within the jurisdiction of the San Diego Unified Port District. The City of Chula Vista is currently in the process of incorporating the Tidelands site within the Bayfront Redevelopment Area. As with the Midbayfront site, regional access would be provided by Interstate 5 and State Route 54; however, the site would be located further south of the State Route 54/Interstate 5 interchange. Surface street access would be via J Street/Marina Parkway.

A major portion of the site is currently vacant; however, several warehouse buildings are located on the eastern portion of the site. A recreational vehicle park is located on the southwestern corner of the site. Surrounding land uses include open water and wetlands to the north and west,

marina facilities (Jake's Southbay restaurant, park and boat docks) to the south, and the B.F. Goodrich Aerospace Aerostructures Group facilities to the east.

Under the Bayfront Redevelopment Plan, the site is planned for a variety of uses including industrial business park, commercial recreation, and marine-related uses including restaurants, boat sales and repair, and marinas.

### **6.1.1.3 B.F. Goodrich**

The B.F. Goodrich Aerospace Aerostructures Group site is comprised of approximately 94 acres located west of Interstate 5, bounded generally by H Street on the north, Marina Parkway on the south and west, and Bay Boulevard on the east. The site originally was used by the Rohr Company. The site lies within the jurisdiction of the San Diego Unified Port District and the City of Chula Vista Bayfront Redevelopment Area. The San Diego Unified Port District controls about 39 acres; B.F. Goodrich owns about 46 acres; SDG&E owns about six acres; and the San Diego & Arizona Eastern Railroad owns a little more than three acres. As with the Midbayfront and Tidelands sites, regional access is provided by Interstate 5 and State Route 54; however, the site would be located further south of the State Route 54/ Interstate 5 interchange. Surface street access would be via J Street/Marina Parkway.

The majority of the property is occupied by B.F. Goodrich facilities some of which are not currently in use. The southwestern corner is a vacant Port District parcel. Surrounding land uses include other B.F. Goodrich facilities to the north, marina facilities to the west, South Bay power plant to the south, and I-5, San Diego Trolley, commercial and residential development to the east.

## **10.6.2 Environmental Impacts**

### **10.6.2.1 Land Use and Planning**

Development of the proposed ballpark at any of the Chula Vista Bayfront sites would avoid the land use compatibility and policy impacts associated with the proposed location in Centre City East. With respect to land use compatibility, this alternative would eliminate the potential noise, lighting, homeless and pedestrian impacts associated with the proposed ballpark. It would also avoid the impacts to the [trolley/railroad](#) track switching operations by maintaining the current intersection of Eighth Avenue and Harbor Drive.

With respect to land use policy, this alternative would avoid the loss of residential development by allowing the area of the Proposed Activities to continue to be available for residential development with support commercial as envisioned by the Centre City Community Plan. It would also avoid the direct impacts to the historic buildings within the area of the Proposed Activities and the associated conflict with the City's Resource Protection Ordinance.

While the Chula Vista Bayfront sites would avoid conflicts with the land use goals for Centre City East, construction of a ballpark on these sites would conflict with the City of Chula Vista's

Bayfront Redevelopment Plan. However, given the fact that the majority of the Bayfront Redevelopment Plan is vacant and a multi-purpose sports facility is among the allowed uses, it would be unlikely that construction of a ballpark would pose significant land use policy impacts. Although care would be required to assure that adjacent planned uses would take potential land use compatibility issues related to the ballpark (e.g., noise and lighting) into account.

Depending on the location and orientation of the proposed ballpark within the three sites, surrounding development could be affected by significant light and noise impacts in much the same manner as at the Centre City East site. However, due to the undeveloped condition of the Bayfront area, the potential impacts to existing development would be limited to residential areas located across I-5 to the east. Furthermore, given the intervening rights-of-way for I-5 and the trolley, the intrusion of spill light would likely be minimal. Thus, the lighting and noise impacts on existing development which surrounds the Chula Vista Bayfront sites would likely be minimal.

As the Chula Vista Bayfront sites would not be located in downtown San Diego, competition with Gaslamp Quarter patrons for parking spaces would be eliminated by this alternative. However, if sufficient onsite parking is not provided, existing neighborhoods and commercial areas around the Chula Vista sites could be impacted by ballpark parking.

Unlike the Centre City East location, construction of a ballpark on the Chula Vista Bayfront sites could impact agricultural land. Previous agricultural production on the Bayfront site included cucumbers, tomatoes, lettuce, cabbage, and strawberries. While the loss of the 45 - 65 acres of potential farmland would not be directly significant, the loss would represent an incremental contribution to a regionally significant loss of agricultural land.

#### **10.6.2.2 Transportation, Circulation, Access, and Parking**

The Chula Vista Bayfront sites would avoid the impact of ballpark traffic circulation impacts on the downtown San Diego street system and the freeway system serving downtown. The potential conflicts with peak hour traffic congestion in downtown would be avoided by constructing a ballpark at the Chula Vista Bayfront sites.

Although a ballpark in Chula Vista could be reached through a number of regional freeways (e.g., I-5, I-805, I-15, SR 54, and SR 94), unlike the proposed location, all of the traffic would eventually be focused on I-5 in the vicinity of the ballpark. Although specific traffic studies have not been made, the addition of ballpark event traffic to the freeway system serving the Chula Vista Bayfront sites would likely significantly impact these regional facilities, particularly when event traffic corresponds with peak hour periods.

In addition to ballpark event traffic being focussed on I-5, only two freeway interchanges (E Street and J Street) currently provide access to the Chula Vista Bayfront sites; however, the planned extension of access to the east from the H Street interchange would provide a third potential freeway access. These ramps and the connecting surface streets would likely be

significantly congested with ballpark event traffic, particularly when the balance of the bayfront property is developed out in accordance with adopted plans.

Depending on the site selected and the amount of onsite parking provided, a ballpark at the Chula Vista Bayfront sites could impact surrounding uses. A shortage of event parking could impact commercial uses at the J Street Marina which is located to the south of the B.F. Goodrich site. As with the Proposed Activities, competition for parking could impact patronage to restaurants and boating facilities associated with the J Street Marina. If not properly controlled, ballpark event parking could also compete with employee parking at the B.F. Goodrich site. The search for parking could also result in parking competition in the residential and commercial areas which lie east of I-5.

While transit facilities would be available to the Chula Vista Bayfront sites, the service would be much more limited than at the proposed site. Unlike the proposed ballpark site, which would be served by a number of converging trolley lines, the Chula Vista Bayfront sites would be served by a single trolley line which extends along the east side of I-5. As indicated by the fact that Qualcomm Stadium is served by a single trolley line, it would likely be possible, but not desirable, to service a ballpark with only one primary connection to the trolley. In addition to the trolley, bus service exists in the vicinity of the Chula Vista Bayfront sites along ~~on~~ E Street and H Street.

### **10.6.2.3 Cultural Resources**

Development of the Chula Vista Bayfront sites would eliminate the significant impacts to the historic buildings which would be impacted by the proposed Ballpark Project. In addition, development of a ballpark at any of the Chula Vista Bayfront sites would not result in significant cultural resource impacts. Past cultural resource surveys of the Tidelands and B.F. Goodrich sites concluded that no significant pre-historic or historic resources occur on either of these sites (SDUPD, 1980) and (City of Chula Vista, 1991 and 1985).

Six archaeological sites were previously identified on the Midbayfront site (City of Chula Vista, 1991 and 1985). Of the six sites, three were characterized as surface scatters which have no further research potential. Two of the sites are shallow surface deposits but have been disturbed by cultivation and grading and, consequently, are not considered to have a high research potential. The sixth site was determined to have significant research value. Subsequently completed surface collection and subsurface testing has recovered sufficient information that this site is not longer considered significant. Thus, development of a ballpark on the Midbayfront site would not result in any significant cultural resource impacts.

### **10.6.2.4 Aesthetics/Visual Quality**

While the Chula Vista Bayfront sites would eliminate the aesthetic and visual impacts of the ballpark on Centre City East, construction of a ballpark at the Chula Vista Bayfront sites would result in significant visual quality impacts. While a ballpark on the Chula Vista Bayfront sites would not block any specific key view, the size and scale of the ballpark would cut off views



from portions of I-5. The impact on views would be particularly substantial if the ballpark is constructed on the Midbayfront site. The undeveloped nature of this property affords uninterrupted view of the bay and foreground views of wetland vegetation.

The visual impact of the ballpark on the Tidelands and B.F. Goodrich sites would be somewhat reduced by the fact that development has already occurred on these two sites. A ballpark at the Tidelands site would impact views of the bay from Marina Parkway. In addition, the bulk and scale of the ballpark would not be in character with the adjacent marinas and yacht club as well as the restaurant.

Impacts on the B.F. Goodrich site would be less than the other two. Views of the bay from I-5 are already substantially blocked by the existing industrial development. Therefore, a ballpark replacing the existing uses would not block any existing view. Similarly, the present aesthetic condition of the B.F. Goodrich site is not considered high given the appearance of the industrial uses which occur on the site.

#### **10.6.2.5 Noise**

Moving the ballpark to the Chula Vista bayfront area would eliminate the potential noise impacts of the ballpark on Centre City East. However, depending on the location of the ballpark on the Chula Vista Bayfront sites relative to existing and proposed noise-sensitive uses (e.g., hotel and residential development), a ballpark could result in significant noise impacts related to ballpark events. As indicated in Section 5.5, potentially significant noise impacts would occur to noise-sensitive development occurring within a ~~four~~two-block radius of the ballpark. As with the North Embarcadero alternative, the proximity of the ballpark to the water could allow for greater transmission of sound but, unlike the North Embarcadero site, no land uses exist to the west of the Chula Vista Bayfront sites.

#### **10.6.2.6 Light/Glare**

Moving the ballpark to any of the Chula Vista Bayfront sites would avoid field lighting impacts on Centre City East. However, as with noise, the potential exists, dependent upon the location and orientation of the ballpark, for significant lighting impacts to occur on existing development east of I-5 and future development around the ballpark itself. In addition, increased glare could affect motorists travelling I-5 and nearby surface streets depending on the distance and orientation of the field lighting. Illumination of the night sky would result in significant cumulative impacts on regional observatory activities.

In addition to affecting people, excessive illumination in the adjacent wetland areas could adversely impact wildlife. High light levels during the nighttime hours could adversely impact rodents and other ground animals by allowing predators to more easily detect their presence. Light may also interfere with the breeding activities of wildlife in the adjacent wetland habitat.

### **10.6.2.7 Air Quality**

Moving the ballpark to Chula Vista would have essentially the same significant regional air quality impacts as the proposed location in Centre City East. However, air quality impacts would likely be somewhat higher with a Chula Vista location due to the increase in the total number of vehicle miles traveled and the reduced transit usage which would likely occur with a Chula Vista location. Local impacts from construction dust would be relocated from the Centre City East to the area around the Chula Vista Bayfront sites.

### **10.6.2.8 Geology/Soils**

As with the proposed site in Centre City East, the geologic conditions at all three Chula Vista Bayfront sites pose potentially significant constraints to development. The same geologic formation found at the proposed site, Bay Point Formation, underlies the Chula Vista Bayfront sites. As with the proposed site, a ballpark in Chula Vista would be exposed to seismic shaking and soil liquefaction from earthquake faults which occur in the region.

### **10.6.2.9 Paleontological Resources**

As both the Centre City East site and the Chula Vista Bayfront sites are underlain by the same geologic formation, development of a ballpark at the Chula Vista Bayfront sites could also result in significant paleontological impacts.

### **10.6.2.10 Hydrology/Water Quality**

Development of a ballpark on the Midbayfront would have a much greater hydrology impact than the proposed site due to the fact that this site is currently undeveloped and generally void of impermeable surface area. A ballpark on this site would substantially increase runoff from the site over present conditions. Ballpark development on the Tidelands and B.F. Goodrich would not increase runoff substantially as these sites are largely developed already.

As with the proposed location, urban runoff from parking areas, litter, and pesticide and fertilizer use associated with a ballpark at the Chula Vista Bayfront sites would have a potentially significant impact on the water quality of San Diego Bay and valuable wetland habitat. In fact, the impacts could be greater as the ballpark would be located immediately adjacent to these resources. Consequently, water pollutants would have a more direct pathway to the bay and sensitive wetlands than from the Centre City East location.

### **10.6.2.11 Public Services and Facilities**

Development of a ballpark on the Chula Vista Bayfront sites would eliminate the increase in demand for police and fire protection services in downtown San Diego. However, a similar demand for police and fire protection would be created in the City of Chula Vista potentially resulting in significant impacts. Infrastructure improvements would be necessary to serve a ballpark on the Chula Vista Bayfront sites. This would be particularly true for the Midbayfront

site since no utilities presently exist on this site. Sewer, water and storm drains do occur on the Tidelands and B.F. Goodrich sites but they would undoubtedly require relocation and/or upgrading to meet the needs of a ballpark.

#### **10.6.2.12 Population/Housing**

Locating the ballpark at one of the Chula Vista Bayfront sites would avoid the impact of the ballpark on housing in downtown San Diego as it would not interfere with the residential development envisioned for the Centre City East site by the Centre City Redevelopment Plan, Community Plan and PDO. Except for the Midbayfront site, residential uses are not planned for the Chula Vista Bayfront sites. In addition, as the ballpark would not take up the entire Midbayfront site, opportunities would remain to develop residential uses in addition to the ballpark site. Therefore, the Chula Vista Bayfront sites would not create any potentially significant housing impacts.

A Chula Vista location would also avoid the impacts of the proposed Ballpark Project on the downtown homeless population. The Chula Vista Bayfront sites are not used by a substantial homeless population and no social services facilities occur in the area.

#### **10.6.2.13 Hazardous Materials**

As with the proposed site, the Chula Vista Bayfront sites are expected to contain hazardous materials which could represent a significant public health and safety hazard during construction and subsequent use of the property. Due to the absence of development on the Midbayfront site, the potential for hazardous materials is expected to be limited to remnant pesticides and fertilizers from past agricultural activities. Development on the other two sites may also have created hazardous materials. This would be particularly true for the past and present industrial activities which have occurred on the B.F. Goodrich site. Aircraft manufacturing operations occurred for almost 60 years on the B.F. Goodrich site. Since the aircraft industry uses many types of chemicals in the manufacturing process, it is likely that contamination by solvents, degreasers, PCBs, and other chemicals may have occurred on the site. Older buildings and structures would potentially contain asbestos and lead paint.

#### **10.6.2.14 Biological Resources**

Unlike the proposed Ballpark Project, development of a ballpark on the Midbayfront site could result in significant biological impacts. Although the Midbayfront site is covered with non-native vegetation which has become established following past agricultural activities, the site is bounded by the Sweetwater Marsh National Wildlife Refuge (Refuge) on the north and west and San Diego Bay on the west. These areas are heavily utilized by a large variety of bird species. While direct impacts to significant biological resources would not occur from a ballpark, significant indirect impacts on sensitive wildlife could occur. Intrusion of field lighting into adjacent wetland areas could lead to increased predation, increased sedimentation and erosion, interference with avian flight patterns, and general alteration of habitat usage.

Although the majority of the B.F. Goodrich site has been developed, a narrow drainage channel supporting southern coastal salt marsh occurs along the northern and eastern boundaries of an undeveloped portion of the site. The remainder of the undeveloped portions of the site primarily contains ruderal vegetation. Depending on the selected location of a ballpark, development on the B.F. Goodrich site could result in significant direct impacts to biological resources.

The Tidelands site is developed and supports no significant biological resources. In addition, it does not abut the Refuge, nor any areas with sensitive native habitat.

### **10.6.3 Conclusion**

As with the Proposed Activities, development of a ballpark at the Chula Vista sites would have significant impacts related to transportation, circulation, access and parking, aesthetics/visual resources, noise, light/glare, air quality, geology/soils, paleontological resources, public facilities, water quality, and hazardous materials.

The primary environmental benefits associated with the Chula Vista sites are related to the fact that the ballpark would not be built in Centre City East. As a result, the impacts of the Proposed Activities on Centre City East would not occur. Centre City East would retain the residential emphasis land use designation and help meet the housing goals of the Redevelopment Plan and Community Plan. Design policy conflicts would be avoided. Historic structures would not be directly impacted. Traffic and parking impacts associated with a ballpark event would be eliminated. Although the homeless in the area of the Proposed Activities would ultimately be displaced by redevelopment, the impact would be postponed by selecting one of the Chula Vista sites for the ballpark.

Although the Chula Vista sites would avoid the land use compatibility impacts associated with locating a ballpark in downtown San Diego, existing and future development around the Chula Vista sites could experience similar impacts. Noise and light from ballpark activities could impact existing and proposed residences and hotels in the vicinity. Competition for parking could impact surrounding residential neighborhoods and businesses.

In other respects, the Chula Vista sites would result in greater impacts than the proposed Centre City East site. Unlike the Centre City East site, construction of a ballpark at two of the three Chula Vista sites could result in significant wildlife impacts due to the proximity to wetland habitat. Access to a ballpark at the Chula Vista sites may create greater traffic congestion due to the more limited freeway and transit access to the Chula Vista sites. Construction of a ballpark at the Midbayfront site could block desirable views of the San Diego Bay and adjacent wetlands from a major transportation route (I-5). In addition, as I-5 is elevated above much of the Chula Vista sites, glare from field lights could impact motorists using this freeway.

While the Chula Vista sites would achieve the objective of building a new ballpark, they would not achieve the goals of encouraging redevelopment in downtown San Diego and the Centre City East District, in particular. Also, in the absence of defined ancillary development, financing the construction of a ballpark could be difficult at the Chula Vista sites.

## **10.7 MISSION VALLEY ALTERNATIVE**

### **10.7.1 Description**

Under this alternative, a ballpark would be constructed south of Friars Road and west of Northside Drive (Figure 10.7-1) in an area which lies immediately west of Qualcomm Stadium. As discussed earlier, this location was considered by the Ballpark Task Force and was referred to as the “Fenton Property”. However, since the Task Force work was completed, the land has been sold by the H.G. Fenton Company. Consequently, this alternative is referred to as the Mission Valley site.

The alternative site has been included in a master development plan, known as the Mission City Specific Plan, which covers a total of 240 acres straddling Friars Road. The Mission City Specific Plan allows for mixed use development with a mixture of multi-family residential, shopping center and office uses on the potential ballpark site. The initial stages of grading and utility installation are presently underway on the property in anticipation of approved development.

Although development is beginning, the Mission Valley alternative is included due to the high degree of interest expressed in this site during the Task Force process, and the potential benefits offered by the opportunity to utilize existing parking, mass transit and other existing infrastructure associated with Qualcomm Stadium. Therefore, this alternative is included in the SEIR.

The potential ballpark site has been used for a variety of aggregate mining, sand extraction, and processing activities. The southwestern portion of the property is currently used for recreational vehicle storage. The northeastern portion of the site was used during the most recent Super Bowl for the NFL Experience. A small portion of the site is located within the floodplain of the San Diego River.

Regional access to the site is provided by Interstates 8, 15, and 805. The primary surface street providing access to the site is Friars Road although Rio San Diego Drive could also serve the site. A future connection is planned to Camino del Rio North via an extension of Milly Way over the San Diego River.

Although no specific plan exists, the assumption is that a ballpark of comparable configuration and seating capacity would be constructed within this alternative site. In addition, a park along with sports-related retail would be developed beyond the outfield fence in the same manner as the proposed Ballpark Project. Due to the proximity to Qualcomm Stadium, parking would be expected to be provided by the parking lot surrounding the stadium. In order to maximize the ability to rely on the existing Qualcomm Stadium parking, it is likely that the ballpark would be located in the western portion of the alternative site. A second trolley stop would also likely be constructed to provide more direct access to the new ballpark. The balance of the site could be developed with the type of development already permitted by the Mission City Specific Plan.

Figure 10.7-1 Mission Valley Alternative (8 ½ x 11 b&W)

## **10.7.2 Environmental Impacts**

### **10.7.2.1 Land Use and Planning**

Development of the ballpark at the Mission Valley site would avoid the potential land use conflicts associated with the Centre City East site. In addition, it would minimize the overall land use conflicts associated with siting a new ballpark by locating it near the existing Qualcomm Stadium where baseball games are currently being played.

With respect to land use compatibility, this alternative would eliminate the potential noise, lighting and parking impacts of the ballpark on the surrounding area in Centre City East. It would also avoid impacts on surrounding land uses from displacement of homeless populations as no substantial homeless population exists on the Mission Valley site.

With respect to land use policy, the Mission Valley site would avoid the loss of residential development by allowing the Centre City East site to continue to be available for residential development with support commercial as envisioned by the Centre City Community Plan. However, development of the Mission Valley site would diminish the number of residential units in the Mission Valley area by replacing approved residential units with a ballpark.

The Mission Valley site would avoid the direct impacts to the historic buildings within the area of the Proposed Activities and the associated conflict with the City's Resource Protection Ordinance. No significant historic resources occur on the Mission Valley site.

The construction of a separate ballpark next to Qualcomm Stadium would shift the current noise and lighting contours to the west when the new ballpark is being used in lieu of Qualcomm Stadium. This would mean that existing residential development to the west of the Mission Valley site would experience proportionately increased noise and lighting. New development within the Mission City Specific Plan would also be impacted. However, these areas are, or would, already be exposed to noise and light from the existing stadium. Competition for parking in the surrounding area is already occurring from events at Qualcomm Stadium. Therefore, any competition for parking created by a separate ballpark would not represent a new impact.

Although the Mission City Specific Plan would need to be amended to accommodate a new ballpark, the change in land use would not represent a significant impact due to the fact that Qualcomm Stadium is already located in the area.

### **10.7.2.2 Transportation, Circulation, Access, and Parking**

The Mission Valley site would avoid traffic circulation, parking and transit impacts associated with building the ballpark in Centre City East. Although roadways and transit facilities serving the Mission Valley site are already congested during stadium events, construction of a new ballpark would not represent a new impact on the area, provided a Qualcomm event is not held at the same time as a ballpark event. Although simultaneous events are theoretically possible, it is assumed that the City would control the scheduling at the two facilities to avoid such an event.

due to parking constraints. Potential parking impacts would be avoided with Mission Valley site. This location would allow the ballpark to utilize the existing stadium parking areas.

### **10.7.2.3 Cultural Resources**

Development of the Mission Valley site would eliminate the significant impacts to the historic resources which would be impacted by the proposed Ballpark Project. In addition, development of a ballpark at the Mission Valley site would not result in significant cultural resource impacts as no significant cultural resources occur on the property.

### **10.7.2.4 Aesthetics/Visual Quality**

Locating the ballpark at the Mission Valley site would avoid the aesthetic/visual quality impacts associated with the Centre City East location. While a ballpark at the Mission Valley site would undoubtedly alter the visual character of this vacant property, the current Qualcomm Stadium facility has already substantially altered the visual character of the area. Furthermore, the Mission Valley site has already been disturbed by mining operations and, therefore, does not possess any inherent visual quality. Although a ballpark would not significantly alter the visual quality of the area, it would block existing views from Friars Road of the San Diego River and southern rim of Mission Valley as well as affecting views from proposed trails. These localized impacts were considered significant in the EIR prepared for the Mission City Specific Plan.

### **10.7.2.5 Noise**

The Mission Valley site would avoid the noise impacts which would be experienced by the area surrounding the proposed location in Centre City East. In addition, as discussed earlier, the Mission Valley site would offer the advantage of locating the ballpark in the area where baseball games and other events are already being held. Noise levels affecting existing residential development to west would, however, be greater as the new ballpark would be located closer to these units.

### **10.7.2.6 Light/Glare**

As with noise, the Mission Valley site would avoid light impacts in Centre City East and locate the ballpark in an area where field lighting at Qualcomm Stadium is already affecting existing development around the potential ballpark site. The Mission Valley site would avoid cumulative impacts on regional observatories by eliminating the proposed ballpark as a second regional sports facility. However, as discussed in Section 5.6, the lighting design of the new ballpark would be much more effective in decreasing light pollution than the existing lighting at Qualcomm Stadium. Thus, the lighting impacts could actually be less in some areas than related to ballgames currently held at Qualcomm Stadium.



### **10.7.2.7 Air Quality**

Development of a ballpark at the Mission Valley site would not avoid cumulative air quality impacts associated with the proposed downtown location for the ballpark. As discussed in Section 5.7, air pollution related to the ballpark is already occurring in the San Diego Air Basin from games and other events currently held at Qualcomm Stadium. [Light levels affecting existing uses to the west would, however, increase over that presently experienced.](#)

### **10.7.2.8 Geology/Soils**

The Mission Valley site would not substantially reduce the potential for significant geologic impacts associated with the proposed location for the ballpark. The majority of the Mission Valley property is located in the low geologic risk area, except for the area along the San Diego River which lies within a moderate to high risk zone due to the potential for liquefaction.

### **10.7.2.9 Paleontological Resources**

The Mission Valley site would avoid potential significant impacts to paleontological resources. The Mission Valley site has been previously mined and no significant fossil-bearing geologic formations occur on the property.

### **10.7.2.10 Hydrology/Water Quality**

Constructing the ballpark at the Mission Valley site would reduce the potential water quality impacts associated with the Centre City East site. Potential water quality impacts would be less at the Mission Valley site. Runoff from the site would be discharged into the San Diego River and ultimately, the Pacific Ocean, rather than directly into San Diego Bay. Unfortunately, the water quality of the San Diego River is already low due to the amount of upstream development so the contribution of the ballpark would not be significant. Furthermore, the direct sources of water pollution associated with the new ballpark are already present at Qualcomm Stadium.

### **10.7.2.11 Public Services and Facilities**

The Mission Valley site would relieve the additional demand for police and fire protection service as well as water and sewer facilities in Centre City East. In addition, the public services in the Mission Valley area are already providing for ballgames at Qualcomm Stadium. Therefore, there would be no new public facility impacts created by constructing the ballpark at the Mission Valley site.

### **10.7.2.12 Population/Housing**

Locating the ballpark at the Mission Valley site would avoid the impact of the ballpark on housing in downtown San Diego as it would not interfere with the residential development envisioned for the Centre City East site by the Centre City Redevelopment Plan, Community Plan and PDO. However, a ballpark on the Mission Valley site could reduce potential housing within Mission Valley. The site is planned for a combination of commercial and residential uses.

Up to 2,079 residential units are allowed on the site by the Mission City Specific Plan. As commercial development would be more compatible with a ballpark, it is likely that the balance of the site would be developed with commercial rather than residential uses. Thus, a ballpark on the Mission Valley site could reduce the potential housing stock in Mission Valley by up to 2,079 units.

A Mission Valley location would also avoid the impacts of the proposed Ballpark Project on the downtown homeless population. Although redevelopment of the area of the Proposed Activities in Centre City East would eventually displace the homeless population, the displacement would occur all at one time with the proposed Ballpark Project.

#### **10.7.2.13 Hazardous Materials**

Past mining activities on the Mission Valley site have created the potential for hazardous materials to occur on the site including the accumulation of vehicle oils and fuels, solvents, and hazardous materials related to onsite storage. Thus, the potential for public health and safety impacts would not be substantially reduced at the Mission Valley site.

#### **10.7.2.15 Biological Resources**

Unlike the proposed Centre City East site, the Mission Valley site is located adjacent to a significant biological resource, the San Diego River. While the majority of the site has been disturbed by past mining, wetland resources do occur on the site. A portion of the site lies within the floodplain of the San Diego River and is covered by riparian woodland and scrub.

Development of the Mission Valley site with a ballpark could result in direct impacts to onsite wetlands as well as indirect impacts to wildlife utilizing the San Diego River. Because wetlands are an extremely limited resource, impacts from a ballpark would be considered significant.

### **10.7.3 Conclusion**

As with the Proposed Activities, development of a ballpark at the Mission Valley site would have significant impacts related to land use/planning, transportation, circulation, access and parking, noise, light/glare, air quality, geology/soils, population/housing, and hazardous materials.

The primary environmental benefits associated with the Mission Valley site are related not only to the fact that the ballpark would not be built in Centre City East but would be built in an area where ballpark events are already occurring. Thus, the Mission Valley alternative is considered to be the environmentally superior alternative. Impacts of the Proposed Activities on Centre City East would not occur. Centre City East would retain the residential emphasis land use designation and help meet the housing goals of the Redevelopment Plan and Community Plan. However, construction of a ballpark at the Mission Valley site would impact residential development goals in Mission Valley. Design policy conflicts in Centre City East would be avoided and historic structures would not be directly impacted. Traffic and parking impacts

associated with a ballpark event would be eliminated and would continue to occur in the vicinity of Qualcomm Stadium. In addition, the Mission Valley site would be able to take advantage of the roadway, parking and transit facilities already in place at Qualcomm Stadium. Although the homeless in the area of the Proposed Activities would ultimately be displaced by redevelopment, the impact would be postponed by constructing the ballpark on the Mission Valley site.

Potential water quality impacts would be less at the Mission Valley site because it is further removed from San Diego Bay. However, unlike the Centre City East site, the Mission Valley site could result in significant impacts to offsite as well as onsite wetlands.

While the Mission Valley site would achieve the objective of building a new ballpark as well as maximizing the use of existing roadway, transit and parking improvements already in place at Qualcomm Stadium, the Mission Valley site would not achieve the goals of encouraging redevelopment in downtown San Diego and the Centre City East District, in particular. Also, in the absence of defined ancillary development and redevelopment financing tools, financing the construction of a ballpark could be difficult at the Mission Valley site.

## **10.8 ALTERNATIVES CONSIDERED BUT REJECTED**

As discussed earlier, the Ballpark Task Force created a preliminary list of potential sites for the ballpark from sites that had been suggested in published media documents, interested property managers, or directly from members of the public. The preliminary list included seven sites. The proposed Centre City East site, North Embarcadero site, and Mission Valley site were subsequently selected for further study. The four sites which were rejected from further consideration were as follows: (1) Lane Field, (2) the former General Dynamics property located in Kearny Mesa, adjacent to State Route 163; (3) a site in Centre City East adjacent to City College, and (4) Chula Vista Bayfront. Although rejected by the Task Force, the Chula Vista Bayfront sites were considered in this SEIR because they are considered of interest to the general public.

Site selection criteria applied in the site evaluation process focused on a site's ability to adequately accommodate a ballpark. Factors considered included site size, traffic, parking, environmental feasibility, and the opportunity to create an attractive environment and destination for Padres fans. Additional criteria critical to the evaluation included financial feasibility (cost, infrastructure requirements, and alternative financing) and consistency with the City's planning goals (compatibility with existing planning principles, redevelopment, and synergy with existing public facilities). Based on these criteria, the Task Force rejected the Lane Field, General Dynamics and City College sites. The basis for these rejections is summarized below.

### **10.8.1 Lane Field Alternative**

The Lane Field site, which covers slightly more than four city blocks, was eliminated because it was too small to accommodate a major league baseball park. Although the site is very close to trolley, coaster, and bus services, there is no direct freeway access to the site.

### **10.8.2      General Dynamics, Kearny Mesa Facility**

According to the Task Force Report, the General Dynamics site was eliminated from further consideration when a letter was sent to the Task Force Chairman from the property manager handling the redevelopment of the General Dynamics site. The letter indicated that General Dynamics had entered into a Memorandum of Understanding with the City of San Diego in 1995 to redevelop the site into a major employment and entertainment center known as New Century Center.

### **10.8.3      Centre City East near City College**

One of the principal reasons that the Centre City East site near City College was eliminated from further consideration was its location next to a State-designated Alquist Priolo Fault Zone and the prevalence of active faults in that area. The Task Force recognized that faults occurred in the area of the Proposed Activities but concluded that the seismic risk would be higher at the City College site.

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**Mitigation Monitoring and Reporting Program  
for the  
Centre City Redevelopment Project Ballpark and Ancillary Development Projects and Associated Plan Amendments**

Mitigation Measure <sup>1</sup>		Implementation Time Frame	Implementation Responsibility	Verification Responsibility
<b>1.0 Aesthetics/Visual Quality/Urban Design</b>				
1.1-1	Wind studies should be required for new high-rise buildings. The recommendations of the wind study shall be incorporated into the design of all new buildings to the maximum extent feasible. The wind studies shall take into consideration not only building-specific effects on wind acceleration, but also the cumulative effect of the proposed building in conjunction with other existing, planned, or proposed development that may effect wind patterns in the Planning Area.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	CCDC
1.2-1	The Retail at the Park street facade elevations shall be reviewed and approved by the CCDC Board of Directors to assure conformity with the guidelines established in the Centre City PDO for the J Street Corridor and Sixth/Avenue Transition Zone as well as the following general design criteria: <ul style="list-style-type: none"> <li>• Modulate facades with bays that recall traditional parcel and building dimensions;</li> <li>• Define bays by changes in the rhythmic pattern of openings, architectural features, materials, and colors;</li> <li>• Articulate major entrances, corners of buildings, and street corners;</li> <li>• Use transparent glass in eye-level entries and windows; and</li> <li>• Minimize the length of blank walls. Provide architectural detailing, ornamentation, or art work where blank walls cannot be avoided.</li> </ul>	Prior to Development Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	CCDC
1.2-2	All signage shall comply with the City's Sign Ordinance (Division 11 of the San Diego Municipal Code) through: (1) conformance with the standards of the ordinance, (2) preparation of a comprehensive signage plan, or (3) creation of a special sign district in accordance with the City's Sign Ordinance.	Prior to Development Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	City Planning Director
1.3-1	Building elevations for each ancillary development shall be reviewed and approved by the CCDC Board of Directors to assure conformity with guidelines established in the Centre City PDO for the J Street Corridor and Sixth/Avenue Transition Zone as well as the following general design criteria: <ul style="list-style-type: none"> <li>• Modulate facades with bays that recall traditional parcel and building dimensions;</li> <li>• Define bays by changes in the rhythmic pattern of openings, architectural features, materials, and colors;</li> <li>• Articulate major entrances, corners of buildings, and street corners;</li> <li>• Use transparent glass in eye-level entries and windows; and</li> <li>• Minimize the length of blank walls. Provide architectural detailing, ornamentation, or art work where blank walls cannot be avoided.</li> </ul>	Prior to Development Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	CCDC

**Mitigation Monitoring and Reporting Program  
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Centre City Redevelopment Project Ballpark and Ancillary Development Projects and Associated Plan Amendments**

Mitigation Measure <sup>1</sup>		Implementation Time Frame	Implementation Responsibility	Verification Responsibility
<b>2.0 Air Quality</b>				
2.1-1	<p>Prepare and implement a Construction Management Plan which includes but is not necessarily limited to the following, as practical:</p> <ul style="list-style-type: none"> <li>• Minimize simultaneous operation of multiple construction equipment units;</li> <li>• Use low pollutant emitting equipment;</li> <li>• Use electrical construction equipment;</li> <li>• Use catalytic reduction for gasoline-powered equipment;</li> <li>• Use injection timing retard for diesel-powered equipment;</li> <li>• Water the construction area to minimize fugitive dust; and</li> <li>• Minimize idling time by construction vehicles.</li> </ul>	Prior to Demolition or Grading Permit (Design) Ongoing during Construction (Implementation)	City/Developer	City Manager
2.1-2	As part of the conditions of approval for certain activities (employers with 15 employees and developments of 25,000 sq. ft. or more), carpools, vanpools, staggered work hours, and the provision of bike storage facilities shall be encouraged through employer-sponsored participation and the implementation of the Centre City Parking Ordinance and the Centre City Transit Ordinance, as required by the City of San Diego.	Ongoing during Operation	Developer	City Manager
2.1-3	Any site remediation procedures shall comply with all applicable rules and regulations of appropriate regulatory agencies and any necessary permits shall be obtained by remediation contractors.	Ongoing during Construction and Remediation	Developer	City Manager
2.2-1	<p>Air quality impacts from engine exhaust potentially occurring during construction would be mitigated through the use of the following techniques:</p> <ol style="list-style-type: none"> <li>1. Alternative fueled construction equipment will be used where such equipment is readily available and appropriate for the collective tasks assigned to the particular equipment.</li> <li>2. The minimum practical engine size that is readily available and appropriate for the collective tasks assigned to the particular equipment shall be used.</li> <li>3. Post-combustion controls shall be implemented for construction equipment as follows:               <ol style="list-style-type: none"> <li>a) Oxidation or three way catalysts shall be installed on all off-road construction equipment which will be onsite for longer than five working days.</li> <li>b) Diesel particulate filters (soot filters) shall be installed on all excavation and grading equipment and generators larger than 100 hp which will be on site for</li> </ol> </li> </ol>	Ongoing during Construction	City/Developer	City Manager

**Mitigation Monitoring and Reporting Program  
for the  
Centre City Redevelopment Project Ballpark and Ancillary Development Projects and Associated Plan Amendments**

Mitigation Measure <sup>1</sup>	Implementation Time Frame	Implementation Responsibility	Verification Responsibility
<p>longer than five working days.</p> <p>c) When available, any off-road construction equipment purchased, or any equipment requiring an engine replacement, for use on the project site shall be equipped with a "Blue Sky" series engine.</p> <p>d) Notwithstanding the above requirements, the following equipment is excluded from the requirements for post-combustion controls:</p> <ul style="list-style-type: none"> <li>• All cranes are excluded from the requirements for post-combustion controls. Practice has demonstrated that post-combustion controls are not effective since operating engine temperatures do not get hot enough for the post-combustion controls to work. In addition, there is a concern that such equipment could affect the engines operation thus creating a safety concern if the engine caused unstable operation while hoisting materials.</li> <li>• All on-road mobile sources including delivery and hauling equipment and equipment used to transport employees and visitors to and from the job-site.</li> <li>• All equipment which is deemed to be inappropriate for post combustion control retrofit by the post combustion control equipment vendor or the manufacturer of the equipment to be retrofitted due to 1) physical limitations caused by size, orientation or incompatibility of equipment parts, 2) reduction in the safe operation of the equipment to be retrofitted, or 3) little or no anticipated abatement of carbon monoxide, hydrocarbons or particulate in exhaust gas if retrofitted.</li> </ul> <p>4. Construction workers should be encouraged to carpool and eat lunch on site.</p> <p>5. Construction activities should use new technologies to control emissions, as they become readily available and feasible.</p>			
<p>2.2-2 Air quality impacts from fugitive dust potentially occurring during construction would be mitigated through the use of the following techniques:</p> <p>1. All disturbed areas, including storage piles, which are not being actively used for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizers/suppressant, polyethylene film or vegetative ground cover.</p>	Ongoing during Construction	City/Developer	City Manager



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<ol style="list-style-type: none"> <li>2. All on-site, unpaved roads and off-site, unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.</li> <li>3. All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions by applying water or by presoaking.</li> <li>4. When materials are transported off-site, all material shall be covered or effectively wetted to limit visible dust emissions, or at least six inches of freeboard space from the top of the container of material shall be maintained.</li> <li>5. All operations shall expeditiously remove the accumulation of mud or dirt from adjacent public streets 1) once a day during earth-moving activities which occur adjacent to a public street or 2) on an as needed basis when land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill or demolition activities operations are occurring in an area that is not adjacent to a public street. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions, and use of blower devices on public streets is expressly forbidden.</li> <li>6. Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions through the use of sufficient water or chemical stabilizer/suppressant.</li> <li>7. Traffic speeds on unpaved roads shall be limited to 15 miles per hour.</li> <li>8. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope of greater than 1%.</li> <li>9. Wheel washers shall be installed for all trucks, or all trucks and equipment leaving the site shall be washed off.</li> <li>10. All active construction sites shall be watered on an as needed basis.</li> <li>11. Inactive storage piles shall be covered.</li> <li>12. During initial grading, earth moving, or site preparation, activities of 5 acres or greater shall be required to construct a paved (or dust palliative treated) apron at</li> </ol>			

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<p>least 100 feet long onto the site from the adjacent site if applicable, unless such an apron already exists, in which case it shall be retained. A wheel washdown area may be provided in lieu of a paved or dust palliative treated apron.</p> <p>13. A publicly visible sign shall be posted with the telephone number and person to contact regarding dust complaints. This contact person shall respond and take corrective action within 24 hours after such call is received.</p> <p>14. Prior to final occupancy, the developer shall demonstrate that all landscaped ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions.</p> <p>15. Gravel pads must be installed at all access points to prevent tracking of mud on to public roads.</p> <p>16. Trucks transporting fill material to and from the site shall be tarped from the point of origin.</p> <p>17. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite.</p> <p>18. Prior to land use clearance, the developer shall include dust control requirements as a note on a separate informational sheet to be recorded with the final map, and all requirements also shall be shown on grading and building plans.</p> <p>19. Appropriate safety equipment in accordance with OSHA requirements should be used by all employees involved in grading or excavation operations during dry periods to reduce the potential for inhalation of toxic dusts.</p>			
<p><b>2.2.3 Air quality impacts from toxic and criteria pollutant emissions of vehicles using the Ballpark Project during the operational phase of the Proposed Activities would be partially mitigated through the use of the following techniques:</b></p> <ol style="list-style-type: none"> <li>1. Participation in the car scrapping program established by the County of San Diego to remove older, higher emitting vehicles from the roads.</li> <li>2. Providing free parking for electric vehicles at the Park at the Park.</li> <li>3. Providing incentives for carpools, vanpools and low emitting and electric vehicles</li> </ol>	Ongoing during Operation	City/Developer	City Manager

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<p>during events at the ballpark.</p> <ol style="list-style-type: none"> <li>4. Using electric maintenance carts for operations at the ballpark where feasible.</li> <li>5. Permit installation of two battery charging facilities by interested parties at the Ballpark Project parking structures to promote the use of electric vehicles.</li> <li>6. Structuring toll collection at Ballpark Project parking lots to eliminate delay otherwise caused by toll collection when exiting the lots after a ballpark event.</li> <li>7. Encouraging MTDB to use buses with clean burning engines or post combustion controls in the area surrounding the ballpark on the days on which there is a ballpark event.</li> <li>8. Establishing incentives for parking at outlying areas and using mass transit to access the ballpark.</li> <li>9. Encouraging use of for-fee bus and trolley service from outlying areas to the ballpark.</li> </ol>			
<p>2.2-4 The Environmental Health Coalition ("EHC") will be given the opportunity to comment upon the monitoring plan developed for purposes of Mitigation Measure 2.2-5.</p>	Prior to Remediation	City/Developer	City Manager
<p>2.2-5 VOC levels will be monitored with a PID throughout the course of the remediation, as specified in the Health and Safety Plan. Dust and particulate matter monitoring will be performed in various locations at the perimeter of the ballpark footprint area during clean-ups, and may be performed for specific contaminants if directed by the San Diego County Department of Health, as indicated in the Master Workplan for the East Village Redevelopment Area Environmental Remediation, Report Number 96E1456.8, August 19, 1999.</p>	Ongoing during Remediation	City/Developer	City Manager
<p>2.2-6 The timing and remediation to minimize fugitive dust and VOC levels will be coordinated, including:</p> <ul style="list-style-type: none"> <li>• With the exception of the area beneath the Ballpark, site remediation will be done sequentially rather than simultaneously to the extent determined feasible, defined as capable of being done, effected or accomplished in a successful manner, as reasonably determined by the Padres with respect to the Ballpark and Ancillary Development Projects, and CCDC, with respect to remediation of hazardous</li> </ul>	Ongoing during Remediation	City/Developer	City Manager

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<p>substances, in light of the project objectives, available technology, cost and other factors ("Feasible");</p> <ul style="list-style-type: none"> <li>Trucks transporting contaminated soil will be covered and, to the extent determined Feasible, staged to minimize idling and exhaust;</li> <li>If, upon receipt of complaints from any party, the Site Safety Manager determines that the contaminated soil from ongoing remediation is particularly odorous, the Site Safety Manager will have the discretion to direct that remediation will be performed at night; and</li> <li>Remediation will be slowed or stopped during unfavorable weather conditions.</li> </ul>				
2.2-7	EHC will have an opportunity to comment on the routes through the surrounding neighborhoods to be taken by trucks removing contaminated soil.	Prior to Remediation	City/Developer	City Manager
2.2-8	Stockpiling of contaminated soil will be minimized.	Ongoing during Remediation	City/Developer	City Manager
2.2-9	All stockpiles of contaminated soil must have a concrete or visquine base, and a visquine cover.	Ongoing during Remediation	City/Developer	City Manager
2.3-1	Same as Mitigation Measure 2.2-1			
2.3-2	Same as Mitigation Measure 2.2-2			
2.3-3	Same as Mitigation Measure 2.2-4.			
2.3-4	Same as Mitigation Measure 2.2-5.			
2.3-5	Same as Mitigation Measure 2.2-6.			
2.3-6	Same as Mitigation Measure 2.2-7.			
2.3-7	Same as Mitigation Measure 2.2-8.			
2.3-8	Same as Mitigation Measure 2.2-9.			
<b>3.0 Cultural Resources</b>				
3.1-1	Impacts to any designated historical structure shall be reviewed by Agency and/or appropriate City staff and mitigation enforced according to the following criteria:	Prior to Demolition, Grading or Building Permit	Developer	CCDC/Historical Site Board
<p>1. National Register Structures</p> <p>Structures listed on the National Register of Historic Places, and structures identified as contributing structures within a National Historic Register District, shall be retained onsite, and any improvements, renovation, rehabilitation and/or adaptive reuse of the historical property shall ensure its preservation according to applicable guidelines. Guidelines relevant to structures listed on the National Register of Historic Places are the Secretary of the Interior Standards for Rehabilitation of Historic Buildings and Guidelines for Rehabilitation of Historic Buildings.</p>				

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<p>2. City of San Diego Historical Sites</p> <p>Structures listed on the City of San Diego Historical Sites Register by the San Diego Historical Site Board, that are not listed on the National Register of Historic Places, shall be retained onsite to the extent feasible. Any development that proposes to remove a locally-designated historical structure shall:</p> <ul style="list-style-type: none"> <li>a) prepare an analysis to the satisfaction of the Agency that retention of the historical structure or substantial portions of the historical structure, such as its facade, and incorporation into the proposed development is infeasible. Such analysis shall be reviewed and commented on by the Historical Site Board (HSB) staff. The HSB staff shall determine if the development shall be sent to the Historical Site Board for review.</li> <li>b) provide for relocation and preservation of the historical structure at a site and in a manner acceptable to the Agency, unless such relocation and preservation are proven infeasible to the satisfaction of the Agency, upon consideration of the Historical Site Board staff's review and comments on the issue. The staff's review and comments may include further review and action by the Historical Site Board. Such relocation effort shall include making the structure available to any known interested, responsible party under procedures to be established by the Agency. Any adaptive reuse of a locally-designated historical structure shall ensure its preservation according to applicable guidelines; and,</li> <li>c) in the event that the Agency finds that the historical structure cannot be feasibly retained onsite or relocated, the applicant/developer shall provide for documentation of the historical structure before it is removed from the development site, including but not limited to photographic documentation of the exterior and interior of the structure, and "as built" drawings of the structure according to the standards of the Historic American Building Survey (HABS). Such historical documentation shall be provided to the Agency and the Historical Site Board before a demolition permit is issued by the City for said structure.</li> </ul> <p>3. Activities proposing the use of the Floor Area Ratio (FAR) incentive for rehabilitation of a designated historical structure.</p> <p>The Historical Site Board shall review new developments that propose to use FAR incentives for incorporation/preservation of a designated historical structure in the new development. This incentive represents a compromise between the rehabilitation</p>			



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<p>of a designated historical building and potentially significant adverse impacts to its historical scale and setting. Review of those proposed activities by the Historical Site Board for compatibility of design and sympathetic treatment of the designated historical structure would not interfere with the incentive to rehabilitate and adaptively reuse designated historical structures.</p>			
<p>3.1-2 A qualified archaeologist shall carefully monitor all excavation and grading activities while an activity is underway. If resources are encountered in the course of ground disturbance, the archaeological monitor shall be empowered to halt grading and to initiate an archaeological testing program. Every effort shall be made to preserve in place any archaeological resource that is found after commencement of the activity. If preservation in place is infeasible, a data recovery testing program shall be prepared. This testing program shall include the recordation of artifacts, controlled removal of the materials, an assessment, (i.e., interpretation) of their importance under CEQA and local guidelines, and curation of a representative sample of recovered resources within a qualified curation facility. A testing report shall be deposited with the California Historical Resources Regional Information Center. All resources found to meet the definition of a unique archaeological resource as defined in Public Resources Code §21083.2 shall be treated in accordance with that Code section.</p>	Ongoing during Construction	City/Developer	City Planning Director/CCDC
<p>3.1-3 For areas identified in the 1992 MEIR as possessing a high potential for archaeological resources, the developer shall have a qualified archaeologist conduct an in-depth study of the particular block or portion thereof where the activity is located and carry out all mitigation measures identified in the study. This study shall include a detailed review of Sanborn fire insurance maps, a directory search, and, if warranted, limited testing of the zones within the area to be impacted. Mitigation of the activity also requires both obtaining cultural resources records searches and a review of aerial photographs. Testing shall include removal of asphalt, backhoe excavation, limited controlled excavation, and a preliminary review of cultural materials recovered from the excavation. The testing data would be used to formulate a more specific mitigation plan. This plan, which would be activity-specific, may include data recovery excavation and monitoring if important resources are encountered. Data recovery may include relatively large-scale excavation, cataloging, analysis, and interpretation.</p>	Prior to Demolition, Grading or Building Permit	Developer	City Planning Director/CCDC
<p>3.2-1 The following buildings shall be retained in whole or in part and adaptively reused (Retained Buildings) as part of the proposed Ballpark Project: (1) Western Metal Supply Company Building and a portion of the Farmers Bazaar Building, (2) Levi Wholesale Grocery Company (Kvaas Construction) Building, (3) Schiefer &amp; Sons Warehouse (Bundy Lofts) Building, and (4) Wellman Peck Warehouse (TR Produce) Building. The Retained Buildings shall be adaptively reused substantially in conformance with the</p>	Prior to Grading, or Building Permit	City/Developer	City Planning Director/CCDC

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Treatment Plan for the Park Mixed Use Project contained in Attachment 3 in Volume V of the Ballpark and Ancillary Development Projects SEIR.			
3.2-2 Rosario Hall and the SD&E Utility Pole shall be relocated in accordance with applicable federal, state, and local historic policies and regulations to a suitable location within the Centre City Redevelopment Project Area.	Prior to Grading, or Building Permit	City/Developer	City Planning Director/CCDC
3.2-3 The documentation called for in Mitigation Measure 3.1-1 subsection 2(c.) shall be consistent with Historic American Building Survey (HABS) Level II and shall be forwarded to the California Historical Resources Regional Information Center and an appropriate local repository.	Prior to Demolition, Grading or Building Permit	Developer	CCDC
3.2-4 Noise attenuation measures for All-designated historical resources activities shall be exempt from the noise attenuation measures imposed as mitigation for noise impacts from the proposed activities-unimplemented consistent with such measures-comply with the Secretary of the Interior's Standards for Rehabilitation the Treatment of Historic Properties.	Prior to Demolition, Grading or Building Permit	Developer	CCDC
3.2-5 The Showley Brothers Candy Factory Building shall be relocated and adaptively reused as part of the Ballpark Project. The costs of relocation and core and shell adaptive reuse of the Showley Brothers Candy Factory shall not exceed (\$3,000,000.00). Relocation and core and shell costs shall include, without limitation, relocation, new foundation, seismic retrofit, interior demolition, hazardous materials remediation, exterior and storefront rehabilitation, elevator, plumbing and sprinklers, HVAC and roofing, and reasonable contingencies for such costs (relocation/core and shell costs). Soft costs for relocation/core and shell costs, tenant improvements, and land acquisition (excluded costs) are excluded from relocation/core and shell costs. Potential sites for the relocation of the Showley Brothers Candy Factory Building are the northeast corner of Seventh Avenue and K Street and a site at or near the corner of Tenth Avenue and K Street (relocation sites). Developers may substantially alter, modify, or demolish the interior of the Showley Brothers Candy Factory Building, including without limitation, removal of the floors, interior walls and finishes, as may be necessary or useful, for adaptive use of the Showley Brothers Candy Factory Building. However, any new floors shall not be located within the original window openings on any floor to eliminate any visual impact from the exterior. Any exterior treatment shall conform to the Secretary of the Interior's Standards for Rehabilitation and shall generally conform to the treatments set forth in the Treatment Plan for the Showley Brothers Candy Factory Building, included as Attachment 3 in Volume V of the Ballpark and Ancillary Development Projects SEIR.	Prior to Demolition, Grading, or Building Permit	City/Developer	CCDC
3.2-6 Developers, the City, and the Agency shall undertake reconstruction and incorporation analyses to ascertain the technical, structural, and architectural feasibility of a partial	Prior to Grading or Building Permit	City/Developer	CCDC

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<p>reconstruction of Station A. In the event that the Showley Brothers Candy Factory Building is not relocated to the Seventh Avenue and K Street Relocation Site, Station A shall be reconstructed at Seventh Avenue and K Street by developers. In the event the Showley Brothers Candy Factory Building is relocated to Seventh Avenue and K Street, City and Agency shall investigate other potential reconstruction sites within the area bounded by Sixth Avenue on the west, K Street on the south, Twelfth Avenue on the east, and the blocks fronting Island Avenue (Station A Reconstruction Site), including but not limited to, sites of parking structures to be developed by public entities on the block bounded by Sixth and Seventh Avenues and K and L Streets, or the block bounded by Tenth and Eleventh Avenues and Island Avenue and J Street (parking structure sites). The City and Agency shall assess the suitability of reconstruction of two facades with a roof and without a roof top addition or structure built over Station A at either of the Parking Structure Sites or as part of other buildings in the Station A Reconstruction Area. If the partial reconstruction of Station A does not substantially affect the usability of the selected parking structure site, in the reasonable discretion of the City and Agency, the two facades of Station A shall be partially reconstructed and incorporated into the selected parking structure site. If Station A is not reconstructed at one of the parking structure sites, but reconstructed elsewhere, the reconstruction shall be in conformance with the Secretary of the Interior's Standards for Treatment of Historic Properties. In the event that it is not feasible to reconstruct Station A at any of the reconstruction sites, developers, City, and Agency shall not be obliged to reconstruct Station A.</p>	<p>(Design) Prior to Certificate of Occupancy (Implementation)</p>		
<p>3.2-7 The Padres shall establish a program of interpretation to create public awareness and understanding of the historic resources in the vicinity of the Ballpark Project. In particular, the Padres shall create two permanent interpretive displays within the Ballpark Project on (1) the history of the surrounding area, and (2) the history of baseball in San Diego.</p>	<p>Prior to Certificate of Occupancy</p>	<p>Padres/Developer</p>	<p>City Planning Director</p>
<p>3.2-8 An inventory of the significant character-defining features and materials shall be made by a qualified historic architect, historic preservation consultant, or architectural historian meeting the Secretary of the Interior's Professional Qualifications Standards of the SDG&amp;E Company Office Building, Farmers Bazaar, and the Levi Wholesale Grocery Company (Kvaas Construction) Building. These materials and design elements shall be salvaged and incorporated, to the extent feasible, into the final design for the replacement buildings within the Ancillary Development Projects Area. Any salvaged materials not incorporated into the activity design shall be made available for use in rehabilitation projects in the San Diego region. The salvaged materials shall be advertised for a period of not less than thirty (30) days in newspapers of local and</p>	<p>Prior to Demolition Permit</p>	<p>City/Developer</p>	<p>CCDC</p>



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regional circulation. Some materials may also be incorporated into an interpretive display described in Mitigation Measure 3.2-7.			
3.3-1 The City and Agency shall adopt advisory design criteria substantially in accordance with the design criteria set forth in Attachment 4 in Volume V of the Ballpark and Ancillary Development Projects SEIR to ensure the compatibility of new infill development within the Ancillary Development Projects Area with the character of the area including the Retained Buildings.	Prior to Grading or Building Permit	City/Developer	CCDC
3.3-2 Same as Mitigation Measure 13.2-1.			
3.3-3 Same as Mitigation Measure 13.2-3			
3.3-4 Same as Mitigation Measure 13.2-4.			
4.0 Geology/Soils			
4.1-1 As required by the City of San Diego, the proper geotechnical investigations for each individual development site shall be identified through consultation with the City Managing and Development Department. Following the proper geotechnical investigations, activity approvals shall be contingent on the suitability of the proposed land use to the risk zone of the proposed site. Effects of seismic shaking may be mitigated by adhering to the Uniform Building Code (UBC) or state-of-the-art seismic design parameters of the Engineering Association of California.	Prior to Grading or Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	City Manager
4.1-2 Site-specific groundwater investigations shall be conducted in areas identified as problematic by the hazardous materials assessment in conformance with applicable regulations. Studies shall include groundwater level monitoring and aquifer characterization by aquifer testing. Dewatering near any plume of hydrocarbon contamination shall be kept to a minimum and of short duration to prevent potential movement of the plume.	Prior to Grading Permit (Investigation) Ongoing during Construction (Implementation)	Developer	City Manager
4.1-3 As required by applicable regulations, structures shall be designed to withstand hydrostatic pressures.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	City Manager
4.2 No activity-specific mitigation measures are identified for the Ballpark Project.			
4.3 No activity-specific mitigation measures are identified for ancillary development.			
5.0 Hazardous Materials			
5.1-1 Hazardous waste release sites within the Planning Area shall be delineated by the appropriate responsible party and remediated to the satisfaction of the designated lead agency. This may include preparation of a report such as a Phase I and Phase II Assessment.	Prior to Demolition, Grading, or Building Permit	City/Developer	City Manager

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<p>5.1-2 As required by appropriate governmental authorities, any contaminated or hazardous soil and/or water conditions on the site shall be removed and/or otherwise remedied by the developer if, and as, encountered during construction as provided by law and implementing rules and regulations. Such mitigation may include without limitation the following:</p> <ul style="list-style-type: none"> <li>a) Remove (and dispose of) and/or treat any contaminated soil and/or water and/or building conditions on the Site as necessary to comply with applicable governmental standards and requirements.</li> <li>b) Design and construct all improvements on the Site in a manner which will assure protection of occupants and all improvements from any contamination, whether in vapor, particulate, or other form, and/or from the direct and indirect effects thereof.</li> <li>c) Prepare a site-safety plan, if required by any governmental entity, and submit it to such authorities for approval in connection with obtaining a building permit for the construction or improvements on the Site. Such site safety plan shall assure workers and other visitors to the Site of protection from any health and safety hazards during development and construction of the improvements. Such site safety plan shall include monitoring and appropriate protective action against vapors and particulates and/or the effect thereof.</li> <li>d) Obtain from the County of San Diego and/or California Regional Water Quality Control Board and/or any other authorities required by law any permits or other approvals required in connection with the removal and/or remedy of soil and/or water and/or building contamination, in connection with the development and construction on the Site.</li> </ul> <p>The developer agrees that the Agency, and its consultants and agents, shall have the right (but not the obligation) to enter upon the Site at any time to monitor the excavation and construction on the Site, to test the soils and/or water on the Site, and to take such other actions as may be reasonably necessary.</p> <p>Some contaminated or hazardous soil and/or water conditions on the site may be addressed prior to construction, as in the manner described for mitigation measure 5.1-1. In addition, all significant identified releases of hazardous materials will be remedied to the satisfaction of the County DEH on a voluntary basis, pursuant to Health and Safety Code, Section 25264, whether or not such a remedy is legally required.</p> <p>Special precautions will be taken during remediation of the SDG&amp;E gas manufacturing site to minimize the escape of offensive odors, and the release of potentially hazardous</p>	<p>Prior to Demolition, Grading, or Building Permit</p>	<p>City/Developer</p>	<p>City Manager</p>

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<p>vapors. Those precautions may include the use of temporary structures and ventilation systems to capture and treat vapors, and/or use of vapor-suppressing sprays or coatings during excavation.</p> <p>Care will be taken to avoid the creation of nuisance conditions when contaminated soils are stockpiled. Precautions may include the use of coverings, water sprays, or other coatings to minimize dusts, monitoring of site conditions on a frequent basis, and provisions for the community to promptly alert the CCDC to the need for action to correct any potential nuisance condition.</p>			
<p><b>5.1-3</b> In conformance with applicable requirements, an assessment of the significance of underground storage tanks shall be conducted.</p> <p>First, on a site-specific basis, a review of underground tank information provided in the Hazardous Materials Contamination Technical Report shall be supplemented by a review of permits recorded at the City of San Diego Fire Department and other historic documents of the specific property to identify locations of underground hazardous materials storage structures. In addition, geophysical methods may be utilized to identify suspected locations of underground hazardous materials storage structures as oftentimes record searches will not indicate their presence.</p> <p>Second, permits to close (or operate if a tank is to remain in use) shall be obtained by the tank owner or operator. Closure permits for hazardous materials storage structures shall be filed if a tank will no longer be used. Requirements of the closure permit include the pumping and purging of the structure to eliminate all residual hazardous substances, the collection of confirmatory soil samples, and the proper disposal of the storage tank and any associated piping and dispensing equipment. Permits to operate underground hazardous materials storage tanks shall be obtained for those that will remain in operation in the Planning Area. If the tanks do not meet operation and construction requirements such as leak detection monitoring, and corrosion and overfill protection, the existing tanks shall be closed and replaced.</p> <p>Lastly, remediation of environmental contamination due to underground storage tanks shall be conducted as required by the local oversight agency.</p>	Prior to Demolition, Grading, or Building Permit	City/Developer	City Manager
<p><b>5.1-4</b> In conformance with applicable requirements, a thorough asbestos survey of buildings to be demolished or renovated shall be undertaken on a case-by-case basis as specific development plans are submitted to the Agency.</p>	Prior to Demolition Permit	City/Developer	City Manager

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<p>Existing buildings that are to be demolished or renovated shall be thoroughly inspected for the presence of asbestos-containing building materials (ACBM). The inspector must be qualified to identify building materials that may contain asbestos. Samples of suspect building materials must be collected, and submitted to an analytical laboratory that is certified by the State Department of Health Services for asbestos analysis. Results of the inspection shall reveal locations, types, and amounts of friable and non-friable ACBM.</p> <p>Should the inspection reveal friable and/or non-friable ACBM, proper notification shall be made prior to demolition or renovation activities. Public health may be protected by performing proper abatement of the ACBM prior to building demolition or renovation, altering demolition or renovation techniques to prevent non-friable ACBM from becoming friable, and/or by complying with National Emission Standards for Hazardous Air Pollutants (NESHAPS) procedures for asbestos emission control, and standards for waste disposal.</p> <p>Only a California Licensed Contractor, certified in asbestos abatement, shall be used for any ACBM removal activities. The abatement activity shall be monitored by an independent third party to insure that the work is performed properly and in compliance with all regulatory standards, to insure a safe and healthful environment prior to reoccupancy, and to document all of the abatement activities. Abatement activities shall comply with all federal and state occupational safety and health requirements.</p>			
5.1-5 Specific measures for potential safety impacts shall be incorporated into the development design as part of the conditions of approval on an activity-specific basis. All activities shall comply with existing state and local health and safety regulations.	Prior to Certificate of Occupancy	City/Developer	City Manager
5.1-6 Any buildings constructed above any areas of hydrocarbon shall, as necessary, include active or passive vapor barriers to prevent migration of toxic and explosive vapors into building foundations.	Prior to Certificate of Occupancy	City/Developer	City Manager
5.2-1 Special precautions, such as draining, collection, and/or capping, will be taken during the removal of underground petroleum product pipelines to prevent releases of hazardous substances from pipeline sections that are removed or left in place. Precautions, such as the use of safe cutting techniques, will be taken to prevent fires or explosions during pipeline removal.	Ongoing during Remediation, Demolition or Construction	City/Developer	City Manager
5.2-2 To minimize worker exposure to lead paint residues, loose residues and painted debris will be removed and properly disposed before structures are demolished.	Prior to Demolition	City/Developer	City Manager
5.2-3 All remediation activities shall comply with the Master Workplan dated July 30, 1999.	Ongoing during Remediation or Construction	City/Developer	City Engineer



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<b>Mitigation Measure<sup>1</sup></b>		<b>Implementation Time Frame</b>	<b>Implementation Responsibility</b>	<b>Verification Responsibility</b>
5.2-4	Other than Retail at the Park, no petroleum hydrocarbon-bearing soil shall be reused in construction (as permitted in Section 5.2.3 of the Master Work Plan).	Ongoing during Construction	City/Developer	City Manager
5.2-5	Remediation of hazardous substances performed or caused to be performed will not utilize on-site thermal desorption or any other form of on-site incineration.	Ongoing during Remediation	City/Developer	City Manager
5.2-6	The Site Safety Manager will have the authority to stop work, if necessary, as a result of any serious nuisance impacts that may be related to remediation of known (or discovery of unknown) contamination.	Ongoing during Remediation	City/Developer	City Manager
5.2-7	The Safety Manager will refer complaints to the appropriate oversight agency.	Ongoing during Remediation	City/Developer	City Manager
5.2-8	No contaminated soils will be shipped to treatment facilities operated by licensees with adverse compliance histories.	Ongoing during Remediation	City/Developer	City Manager
5.2-9	The City will prepare a flier (notice document) that will: <ul style="list-style-type: none"> <li>• Describe the possible impacts that might result from the remediation effort;</li> <li>• Describe the safety plan for dealing with those impacts;</li> <li>• Outline the schedule for proposed activities; and</li> <li>• Provide a hotline number and a contact person for any member of the public with questions or complaints.</li> </ul> <p>The flier shall be distributed two weeks prior to the beginning of demolition by hand-delivery to all residences and businesses within the area bounded by Fourth Avenue, I-5, Commercial Street and Market Street. The flier shall also be distributed to the media and certain downtown resident groups and associations to be agreed upon by EHC and CCDC. The information will also be posted on the CCDC's web page. A community meeting shall be organized to describe and discuss the issues addressed in the flier prior to the onset of the remediation activities. The meeting time and place will be widely advertised.</p>	Prior to Remediation	City	City Manager
5.2-10	A process for community complaints, including work cessation, additional monitoring and evaluation, and implementation of control equipment, as needed, shall be established. EHC will be given an opportunity to comment on the process for response to community complaints prior to the start of clean-ups. A log will be kept of all comments, questions or complaints received on the hotline or in the mail.	Prior to Remediation (Design) Ongoing during Remediation	City/Developer	City Manager
5.2-11	A monthly report will be prepared and distributed. The report will summarize comments or complaints which are received in a generic form indicating the basis of the complaint, the date the complaint was received, and an identification of the	Ongoing during Remediation	City/Developer	City Manager

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source of the complaint (a resident individual, an organization, or a government entity). This report will be mailed to the EHC, as well as to any other appropriate organization. Copies of the comments, questions and complaints log will be provided to EHC upon request.				
5.3-1	Same as Mitigation Measure 5.2-1.			
5.3-2	Same as Mitigation Measure 5.2-2.			
5.3-3	Same as Mitigation Measure 5.2-3.			
5.3-4	Same as Mitigation Measure 5.2-5.			
5.3-5	Same as Mitigation Measure 5.2-6.			
5.3-6	Same as Mitigation Measure 5.2-7.			
5.3-7	Same as Mitigation Measure 5.2-8.			
5.3-8	Same as Mitigation Measure 5.2-9.			
5.3-9	Same as Mitigation Measure 5.2-10.			
5.3-10	Same as Mitigation Measure 5.2-11.			
<b>6.0 Hydrology/Water Quality</b>				
6.1	No specific plan-wide mitigation measures for hydrology/water quality were identified in the MEIR.			
6.2-1	BMPs, included in the City of San Diego Stormwater and Urban Runoff Management program, shall be implemented as appropriate. These measures would include: public education programs along with the distribution of brochures, and storm drain stenciling or tiling. Covered solid waste recycling and disposal areas shall be maintained. The use of water to clean sidewalks and patio areas shall be minimized. Temporary erosion control measures (e.g., sand bags, detention basins, brow ditches and temporary landscaping) shall be implemented to control construction impacts on water quality. Polluted water encountered during construction dewatering would be discharged into the sanitary sewer. If onsite vehicle washing is conducted, wash water shall be collected and routed to the sanitary sewer.	Prior to Grading Permit (Design) Ongoing during Construction (Implementation)	City/Developer	City Manager
6.2-2	All litter in the stands and plazas would be collected within 24 hours after ballpark events are completed. Street sweeping shall be conducted on dedicated ballpark parking lots within 24 hours of an event. A spill and leak control program shall be implemented to remove major grease, oil and fuel spills prior to street sweeping.	Ongoing during Operation	City/Padres	City Manager
6.2-3	Wash water used during cleanup activities after each event at the ballpark shall be discharged to the City of San Diego sanitary sewer system in accordance with Metropolitan Wastewater Department requirements.	Ongoing during Operation	City/Padres	City Manager
6.2-4	Fertilizers, herbicides, and pesticides shall be stored in dedicated containers to Fire Code requirements.	Ongoing during Operation	City/Developer	City Fire Marshall
6.2-5	Landscape waste shall be placed in designated greenwaste storage containers for	Ongoing during Operation	City/Developer	City Manager

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<b>Mitigation Measure<sup>1</sup></b>		<b>Implementation Time Frame</b>	<b>Implementation Responsibility</b>	<b>Verification Responsibility</b>
transportation to a landfill for greenwaste composting.				
6.2-6	Vehicle fuels, lubricants, and waste oils shall be stored, used, and disposed in accordance with City and County requirements.	Ongoing during Operation	City/Developer	City Manager
6.2-7	A regular maintenance schedule shall be instituted for the Park at the Park including routine collection of trash. Pet waste cleanup shall be enforced and serviced by collection stations.	Ongoing during Operation	City/Padres	City Manager
6.2-8	Regular street sweeping shall be implemented in accordance with the City's street sweeping maintenance program and catch basin cleaning shall be conducted periodically.	Ongoing during Operation	City	City Manager
6.2-9	Landscaped areas shall be maintained to minimize dry weather runoff from irrigation systems. Systems shall be regularly monitored and maintained. Irrigation rates shall be adjusted to meet soil infiltration capacity and sprinkler heads locations designed and adjusted to minimize irrigation of impervious surfaces.  Landscape design will incorporate several fundamentals of xeriscape landscaping, as defined by the San Diego Xeriscape Council, including: <ul style="list-style-type: none"> <li>• Design and planning to minimize water use;</li> <li>• Limiting turf areas to active play and landscaped areas subject to pedestrian traffic;</li> <li>• Use of efficient irrigation practice including computerized control systems to monitor rain and flow sensors, and root zone moisture content;</li> <li>• Making soil improvements and using mulch to maximize water retention;</li> <li>• Use of low water use plants, particularly lowest water use plants (succulents and natives) in areas with south and west exposures with the exception of small areas of annual flowering plants; and</li> <li>• Maintenance by professionals with a working knowledge of xeriscape landscaping.</li> </ul>	Ongoing during Operation	City/Padres/Developer	City Manager
6.2-10	Litter receptacles shall be placed and regularly maintained along major pedestrian routes and transit stops used by persons attending ballpark events.	Ongoing during Operation	City/Padres	City Manager
6.2-11	An Integrated Pest Management (IPM) Plan will be adopted consistent with the outline contained in Attachment 6 in Volume V of the Ballpark and Ancillary Development Projects SEIR to minimize the use of pesticides, fertilizers, and other chemicals which have been shown to have a toxic impact on humans, plants, and animals.	Prior to Building Permit (Design) Ongoing during Construction (Implementation)	City/Padres/Developer	City Manager
6.2-12	Other than Retail at the Park, all commercially reasonable efforts shall be undertaken to maximize pervious surfaces.	Prior to Building Permit (Design) Prior to Certificate of	City/Padres/Developer	City Manager

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Mitigation Measure <sup>1</sup>	Implementation Time Frame	Implementation Responsibility	Verification Responsibility
<p>6.2-13 Other than Retail at the Park, Passive Infiltration or Retention Systems shall be incorporated into (i) the seating bowl and appurtenant structures of the proposed baseball facility ("Ballpark Structure"), (ii) the area between the Ballpark Structure and the curb line of the adjacent public street ("Ballpark Plaza"), and (iii) the Park at the Park. Passive Infiltration or Retention System means any one or more drainage or diversion systems which are designed to divert or capture runoff and cause it to flow through or over, and/or be retained in sand, soil, gravel, vegetation, catchment, French drains, or other materials for the purpose of removing or retaining pollutants. Passive Infiltration or Retention Systems for use with respect to surface parking lots will have capacity to accept a minimum of one-quarter inch of runoff. The Passive Infiltration or Retention Systems shall be incorporated as follows:</p> <ul style="list-style-type: none"> <li>• All surface parking lots and all uncovered surfaces of structured parking lots will incorporate the Passive Infiltration or Retention Systems described in Exhibit 1 to the Errata to the Final SEIR dated October 26, 1999 (Errata);</li> <li>• A turf strip designed to facilitate infiltration of runoff will be placed adjacent to the curb along the Ballpark Plazas on Park Boulevard and Tenth Avenue (with appropriate breaks for pedestrian traffic). Surface drainage from the adjacent Ballpark Plaza area shall be directed to, and flow through, such turf strip prior to reaching the curb and gutter along Park Boulevard and Tenth Avenue;</li> <li>• All planters in the Ballpark Plazas will be designed to act as Passive Infiltration or Retention Systems without modification of current design grades in the Ballpark Plazas. The size and capacity of such planters shall be in the sole discretion of the Padres; and</li> <li>• The EHC shall have the opportunity to comment on the Passive Infiltration or Retention Systems which are incorporated as described above.</li> </ul>	<p>Occupancy (Implementation) Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)</p>	<p>City/Padres/Developer</p>	<p>City Manager</p>
<p>6.2-14 Other than Retail at the Park, Ballpark Plazas will be swept and cleaned after every event. Any cleaners used in such cleaning shall comply with the Pollution Prevention Plan contained in Exhibit 2 of the Errata.</p>	<p>Ongoing during Operation</p>	<p>City/Padres</p>	<p>City Manager</p>
<p>6.2-15 Other than Retail at the Park, all public streets within the Primary Plan Amendment Area (as described in Figure 4.3-3 of the FSEIR) will be swept after every event.</p>	<p>Ongoing during Operation</p>	<p>City/Padres</p>	<p>City Manager</p>
<p>6.2-16 Other than Retail at the Park, water flow from the washdown of the ballpark seating bowl and concourses will be directed to the sanitary sewer system through a diversion valve.</p>	<p>Ongoing during Operation</p>	<p>City/Padres</p>	<p>City Manager</p>



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<b>Mitigation Measure<sup>1</sup></b>		<b>Implementation Time Frame</b>	<b>Implementation Responsibility</b>	<b>Verification Responsibility</b>
6.2-17	Other than Retail at the Park, a Pollution Prevention Plan consistent with Exhibit 2 of the Errata shall be adopted and implemented and no revisions to that Pollution Prevention Plan will be made without prior consultation with EHC.	Prior to Building Permit (Design) Ongoing during Operation (Implementation)	City/Padres	City Manager
6.2-18	Other than Retail at the Park, the EHC shall complete review of the proposed implementation of the Pollution Prevention Plan within 60 days prior to the first ballpark event and once per year thereafter.	Prior to First Ballpark Event and Annually thereafter	City/Padres	City Manager
6.2-19	No permanent dewatering shall be conducted.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	City/Padres/Developer	City Manager
6.2-20	Runoff protection will be provided for clean-up sites through the uses of berms and sumps to hold runoff water through use of grading.	Ongoing during Remediation, Demolition, and Construction	City/Padres/Developer	City Manager
6.2-21	To the maximum extent feasible, the Retail at the Park and the Ancillary Development Projects, shall incorporate Passive Infiltration or Retention Systems into design standards. The foregoing obligations shall be subject to the following: <ul style="list-style-type: none"> <li>• Incorporation of Passive Infiltration or Retention Systems will not be required for development which has insufficient landscaped areas within which to locate such systems.</li> <li>• Streetscape design standards will require turf strips of varying width between sidewalks and curbs to facilitate infiltration of runoff with appropriate breaks for a pedestrian traffic.</li> </ul>	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	City/Padres/Developer	City Manager
6.2-22	During the planning stages of the Ancillary Development Projects and the Retail at the Park, and from time to time during the development of the Ancillary Development Projects and the Retail at the Park, the Padres, or its designated master developer, will meet and confer with EHC to discuss additional opportunities for incorporation of Passive Infiltration or Retention Systems into the Ancillary Development and Retail at the Park.	Prior to Building Permit (Design) Ongoing during Construction	City/Padres/Developer	City Manager
6.2-23	All parking areas in the Retail at the Park and the Ancillary Development Projects will incorporate the Passive Infiltration or Retention Systems illustrated in Exhibit 1 of the Errata	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	City/Padres/Developer	City Manager

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<b>Mitigation Measure<sup>1</sup></b>		<b>Implementation Time Frame</b>	<b>Implementation Responsibility</b>	<b>Verification Responsibility</b>
6.2-24	City-owned parking lots related to the Retail at the Park and Ancillary Development Projects, will incorporate maintenance requirements for Passive Infiltration or Retention Systems into its contracts with parking lot operators. EHC will have the right to monitor compliance with such maintenance obligations.	Prior to Certificate of Occupancy (Implementation) Ongoing during Operation	City	City Manager
6.2-25	<del>As a condition to the Retail at the Park and the Ancillary Development Projects, all</del> parking lots related to the Retail at the Park and Ancillary Development Projects will be regularly swept. A spill and leak control program will be implemented to remove major grease, oil and fuel spills from the parking lots prior to sweeping.	Ongoing during Operation	City/Padres/Developer	City Manager
6.2-26	No pollution-producing activities (such as car washing, use of cleaners not meeting specifications of Pollution Prevention Plan, etc.) related to the Retail at the Park and Ancillary Development Projects shall be conducted on parking lots.	Ongoing during Operation	City/Padres/Developer	City Manager
6.2-27	A Pollution Prevention Plan analogous to Exhibit 2 to the Errata shall be implemented for the Retail at the Park and Ancillary Development Projects.	Prior to Building Permit (Design) Ongoing during Operation	City/Padres/Developer	City Manager
6.3-1	Same as Mitigation Measure 6.2-1.			
6.3-2	Same as Mitigation Measure 6.2-4.			
6.3-3	Same as Mitigation Measure 6.2-5.			
6.3-4	Same as Mitigation Measure 6.2-6.			
6.3-5	Same as Mitigation Measure 6.2-9.			
6.3-6	Same as Mitigation Measure 6.2-11.			
6.3-7	Same as Mitigation Measure 6.2-19.			
6.3-8	Same as Mitigation Measure 6.2-20.			
6.3-9	Same as Mitigation Measure 6.2-21.			
6.3-10	Same as Mitigation Measure 6.2-22.			
6.3-11	Same as Mitigation Measure 6.2-23.			
6.3-12	Same as Mitigation Measure 6.2-24.			
6.3-13	Same as Mitigation Measure 6.2-25.			
6.3-14	Same as Mitigation Measure 6.2-26.			
6.3-15	Same as Mitigation Measure 6.2-27.			
<b>7.0 Land Use/Planning</b>				
7.1	No specific plan-wide mitigation measures for land use/planning were identified in the MEIR.			
7.2	There are no activity-specific measures unique to land use/planning. Mitigation would be achieved through implementation of activity-specific measures identified in other sections of this document.			
7.3	There are no activity-specific measures unique to land use/planning. Mitigation would be achieved through implementation of activity-specific measures identified in other sections of this document.			

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<b>Mitigation Measure 1</b>		<b>Implementation Time Frame</b>	<b>Implementation Responsibility</b>	<b>Verification Responsibility</b>
<b>8.0</b>	<b>Light/Glare</b>			
8.1-1	Specific measures shall be incorporated into the development design as part of the conditions of approval. A lighting plan shall be required for all new activities that propose night lighting as part of their development. All lighting sources shall be directed downwards or otherwise shielded so as to keep all light and glare confined within the development boundary unless the City (i.e., Agency) determines that additional lighting would have benefits to the general public in terms of added security.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	City/Developer	City Manager
8.2-1	Luminaires used in field lighting towers shall contain glare control optics and accessories such as arc tube shields and visors to minimize the impact to the surrounding areas, both in close proximity to the ballpark and as viewed from a distance.	Prior to Building Permit	City/Padres	City Manager
8.2-2	<p>A detailed lighting study shall be conducted to confirm the predictions of the spill and glare impacts of the field lights on surrounding four-block area which have been made in the Ballpark and Ancillary Development Projects SEIR. This study shall, at a minimum, include the following components:</p> <ul style="list-style-type: none"> <li>• Comprehensive field measurements of ambient light levels within the potentially impacted areas identified on Figure 5.6-1 of the Ballpark and Ancillary Projects SEIR to serve as a baseline for impact assessment;</li> <li>• Calculate or measure maximum vertical spill light levels and glare rating increases based on final lighting design, and existing conditions which may limit the dispersal of light into surrounding areas (e.g., topography and buildings);</li> <li>• Identify sleeping quarters and other areas where light-sensitive activities would experience maximum vertical light levels from the development in excess of 2.5 foot-candles to determine the actual spill light levels at the window seals;</li> <li>• Identify roadways and intersections where the glare rating would increase by more than 20%; and</li> <li>• For impacted light-sensitive uses, define and implement appropriate light attenuation techniques at the source (e.g., shielding) or, with the owner's consent, at the receiver (e.g., black-out curtains) to reduce overall maximum spill light levels to 2.5 foot-candles, or reduce to a maximum of 0.5 foot-candles above the pre-existing ambient level where existing levels exceed 2.5 foot-candles. Increases in the glare rating shall not increase more than 20% over the pre-existing ambient condition.</li> </ul> <p>In determining light attenuation measures, emphasis shall be placed on reducing light impacts at the source rather than the receiver.</p>	Prior to Certificate of Occupancy	City/Padres	City Manager/CCDC

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<b>Mitigation Measure<sup>1</sup></b>		<b>Implementation Time Frame</b>	<b>Implementation Responsibility</b>	<b>Verification Responsibility</b>
Necessary remedial measures shall be implemented, or otherwise assured to be implemented within one year to the satisfaction of the City Manager, before issuance of the certificate of occupancy for the ballpark.				
8.2-3	All building-mounted lighting shall only light the intended object and shall not introduce additional light directly toward neighboring properties.	Prior to Certificate of Occupancy	City/Padres	City Manager
8.2-4	Open-sided parking structures shall use cut-off luminaires or shall provide shields on the perimeter so that light from within the structure does not result in substantial levels of spill or glare on neighboring properties. Lighting in parking lots shall be circuited to reduce levels to minimum security level when not in use.	Prior to Certificate of Occupancy	City/Padres	City Manager
8.2-5	All exterior signage that is immediately adjacent to sleeping quarters shall be shut-off within 30 minutes after conclusion of an event, or 10:00 p.m., whichever is later.	Ongoing during Operation	City/Padres	City Manager
8.3-1	A detailed lighting study shall be conducted for any building which could reflect ballpark field lights to assess the glare impacts from field light reflection off building facades onto surrounding roadways and intersections. Any mitigation measures identified in the lighting study shall be implemented before a certificate of occupancy for the ancillary development. Preparation of the lighting study and implementation of required attenuation of glare from ancillary development shall be the responsibility of the ancillary development proponent. The lighting study shall, at a minimum, include the following components: <ul style="list-style-type: none"> <li>• Comprehensive field measurements of ambient light levels within the potentially impacted areas;</li> <li>• Calculate glare rating increase based on final lighting design and existing conditions which may limit the dispersal of light into the surrounding areas (e.g., topography and buildings);</li> <li>• Identify roadways and intersections where the glare rating would increase by more than 20%; and</li> <li>• Define appropriate light attenuation techniques at the reflective surface to reduce the glare increase to less than 20% over the pre-existing ambient condition.</li> </ul>	Prior to Building Permit (Investigation) Prior to Certificate of Occupancy (Implementation)	City/Developer	City Manager
8.3-2	A detailed lighting study shall be conducted for any new development within the area depicted on Figure 5.6-1 of the SEIR to determine the anticipated light levels which may occur within light-sensitive areas exposed to light from ballpark activities. The study shall define light attenuation techniques (e.g., black-out curtains) which will reduce overall maximum spill light levels to 2.5 foot-candles. These measures shall be incorporated into the light-sensitive use areas.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	City Manager



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Mitigation Measure <sup>1</sup>		Implementation Time Frame	Implementation Responsibility	Verification Responsibility
<b>9.0 Noise</b>				
9.1-1	As required by the City of San Diego Noise Ordinance and California Administrative Code (CAC) Title 24, all proposed residential units, hotels, and motels exposed to an exterior noise level of 60 dBA CNEL or greater, are required to have an interior acoustical analysis and implement appropriate mitigation measures to ensure that the building design would limit interior noise to 45 dBA CNEL or below. Similar measures may be necessary to provide professional office and commercial business land uses with exterior and interior noise levels at or below 70 and 50 dBA CNEL, respectively. Site-specific acoustical analyses would be required to identify exact mitigation measures. Residential development within the 60 CNEL noise contour of Lindbergh Field will be required to do a site-specific noise study and implement appropriate mitigation measures to ensure that state and local exterior and interior noise standards are met.	Prior to Building Permit (Investigation) Prior to Certificate of Occupancy (Implementation)	Developer	City Manager
9.1-2	Specific noise mitigation measures, as required by City Ordinances, shall be incorporated into the development design as part of the conditions of approval on an activity-specific basis. These measures may include the construction of attenuation walls and/or landscaped berms, the positioning of buildings so that outdoor open space areas are buffered from excessive noise sources, physical setbacks from noise sources, and building design measures to reduce interior noise levels. All activities shall comply with existing City noise ordinances.	Prior to Building Permit (Investigation) Prior to Certificate of Occupancy (Implementation)	Developer	City Manager
9.2-1	A detailed acoustic study shall be conducted to confirm the predictions of the long-term noise levels at noise sensitive uses within a two-block radius of the ballpark, which have been made in this SEIR. The study shall be used to determine noise attenuation measures to achieve the following interior noise levels: hotels (35 dBA), residences (35 dBA) and theaters (40 dBA). Attenuation measures at the ballpark shall include, but not be limited to, distributed speakers for the public address system and limitations placed on sound levels associated with various activities. Measures taken, with property owner's consent, at receptor locations may include, but are not limited, to dual-pane windows, ventilation improvements, sound walls and improved ceiling and wall insulation. In determining noise attenuation measures, emphasis shall be placed on reducing noise impacts at the ballpark rather than the receiver.  Necessary remedial measures shall be implemented, or otherwise assured to be implemented within one year to the satisfaction of the City Manager, before issuance of the certificate of occupancy for the ballpark.  Noise attenuation for designated historic resources shall be exempt from noise attenuation measures unless such measures can be implemented in	Prior to Certificate of Occupancy	City/Padres	City Manager

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Mitigation Measure <sup>1</sup>		Implementation Time Frame	Implementation Responsibility	Verification Responsibility
compliance consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.				
9.2-2	A maximum sound level of 95 dB Leq shall be maintained at the sound board for all concerts.	Ongoing during Operation	City/Padres	City Manager
9.2-3	Fireworks displays at baseball events shall be limited to the following: <ul style="list-style-type: none"> <li>No more than three 30-minute and ten 10-minute pyrotechnic fireworks displays shall occur during a single baseball season;</li> <li>Pyrotechnic fireworks displays may occur only on Opening Day, Closing Day, Friday and Saturday evenings, Memorial Day, Independence Day, Labor Day, One Mexican National Holiday, Playoff Games, World Series Games, and All-Star Games; and</li> <li>Theatrical fireworks displays of no more than 30 seconds duration will be allowed following home-team victories and home runs at each baseball event.</li> </ul>	Ongoing during Operation	City/Padres	City Manager
9.3	No activity-specific mitigation measures are identified for ancillary development.	N/A	N/A	N/A
<b>10.0 Paleontological Resources</b>				
10.1-1	<p>The developer shall retain a qualified paleontologist or paleontological monitor to monitor excavation activities when they would occur within an area rated moderate or high for paleontological resources. Monitoring is not required in moderate areas when the excavation would be less than 2,000 cubic yards and ten feet in depth. In areas with a high potential for paleontological resources, monitoring is not required when excavation would be less than 1,000 cubic yards and ten feet in depth. Monitoring is not required in areas rated zero to low. If significant paleontological resources are observed, an appropriate mitigation program will be carried out. The developer shall certify that the required mitigation or monitoring personnel will be given adequate advance notice of the start of the subject activities and adequate coordination with the contractor will be guaranteed by the developer.</p> <p>When fossils are discovered, the paleontologist or paleontological monitor (an individual who has experience in the collection and salvage of fossil materials who works under the direction of a qualified paleontologist) shall recover them. In most cases, this fossil salvage can be completed in a short time. However, some fossil specimens may require extended salvage time. In these instances the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt excavation work to allow recovery of fossil remains in a timely manner.</p> <p>When monitoring is required a paleontologist or paleontological monitor shall be present onsite at all times during the original cutting of previously undisturbed</p>	Ongoing during Construction	City/Developer	City Manager

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<p>sediments within the San Diego Formation which is known to have a high resource sensitivity, to inspect the excavation and spoils for the presence of fossil remains. paleontologist or paleontological monitor shall be onsite at least half-time during the original cutting of previously undisturbed sediments in the Bay Point Formation which is known to have a moderate resource sensitivity, except is a representative initial sample of the site reveals no significant fossil remains to the satisfaction of the paleontological monitor, then such monitoring may be terminated.</p> <p>Fossil remains collected during the monitoring and salvage portion of the mitigation program shall be cleaned, sorted, and catalogued, and then with the owner's permission, deposited in a scientific institution with paleontological collections.</p> <p>A final summary report shall be prepared outlining the methods followed and summarizing the results of the mitigation program. This report shall also include a list of the kinds of fossils recovered, and a summary of the stratigraphic context of all collecting localities. This report shall be submitted to the Redevelopment Agency, the San Diego Natural History Museum, and any scientific institution that received salvaged fossils from the activity.</p>				
10.2	No activity-specific measures are identified for the Ballpark Project.			
10.3	No activity-specific measures are identified for the Ballpark Project.			
<b>11.0 Population/Housing</b>		<b>Within Four Years</b>	<b>Redevelopment Agency</b>	<b>CCDC</b>
11.1-1	Any low to moderate income housing which is removed shall be replaced. The Agency shall serve as the Lead Agency in coordinating with other implementing agencies such as the Housing Commission, and State and Federal agencies, to extend incentives for low and moderate income housing programs downtown.			
11.1-2	The Agency shall implement a Relocation Program as required by the California Relocation Assistance Law.	Prior to Property Acquisition	Redevelopment Agency	CCDC
11.2-1	An advisory group shall be formed to identify the specific physical impacts of homeless displacement caused by Proposed Activities on East Village and surrounding communities and work with identified representatives of local government agencies and social services representatives to develop and recommend remedies for those physical impacts. As outlined below, this group will have a continuous connection with the individuals and entities who can implement remedies for the identified problems.	Within 30 days of Ballpark Grading Permit (Design) Ongoing for Three Years after first Ballpark Event (Implementation)	City	City Manager
The East Village Redevelopment Homeless Advisory Committee (the Committee) would be formed by the City Manager pursuant to San Diego City Charter section 43(b), as a "temporary" citizens' committee, consisting of representatives from the following groups:				

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<ul style="list-style-type: none"> <li>Community groups representing Barrio Logan, Golden Hill, Hillcrest, North Park, and Sherman Heights;</li> <li>East Village Association;</li> <li>Gaslamp Quarter Association;</li> <li>Downtown Partnership;</li> <li>Social service agencies dealing with the homeless, as deemed appropriate by the City Manager;</li> <li>CCDC;</li> <li>City of San Diego;</li> <li>San Diego Convention Center Corporation;</li> <li>County of San Diego;</li> <li>City of San Diego;</li> <li>Regional Task Force on the Homeless;</li> <li>San Diego Housing Commission; and</li> <li>The San Diego Padres and their development partners.</li> </ul> <p>It will be formed within 30 days after the issuance of the first grading permit for the proposed ballpark, and will continue for a period of three years from the date of the first event at the ballpark. The Committee's activities will be coordinated by the City Manager's Office. The City's Homeless Coordinator and/or any other staff designated by the City Manager will be the Program Manager for the Committee and liaison to the City Manager for conveying the recommendations from the Committee to the City. The Committee will set its own rules for operation, including the designation of officers or representatives of the Committee as a whole, a procedure for taking minutes and recording any votes or other business of the Committee, and any other rules — consistent with the law — that will help them function more efficiently and effectively. The Committee shall also decide how frequently it should meet.</p> <p>The Committee will be large enough to be inclusive, but small enough to be able to function effectively. Accordingly, any individual or entity that is already represented by one of these groups would not separately participate as a member of the Committee. This would not prevent an individual or entity from bringing an issue or problem to the Committee's attention, either through one of the member entities or through the City. If a group not identified on this list believes it should be included, it would be able to petition the City Manager for inclusion.</p> <p>The goals of each Committee meeting would include: a review and evaluation of the effectiveness of current methods for dealing with the physical impacts of homeless displacement in the surrounding neighborhood; identification of any additional</p>			



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<p>problems and issues; and discussion and formation of solutions to recommend to the City Manager. It will be the City Manager's responsibility to present the Committee's recommendations to the City Council. The City Council will be responsible for allocating funds to implement those recommendations that are adopted by the City Council</p> <p>At each meeting of the Committee, the Program Manager shall report on the status of specific complaints and issues, and shall receive any new complaints or issues raised by members of the Committee. On an annual or semi-annual basis, the Committee shall report to the City and CCDC on the operations of the Committee and its effectiveness in responding to the physical impacts of homeless displacement in the East Village and surrounding communities.</p> <p>Within 90 days of the start of grading under the ballpark grading permit, the Committee shall submit a report to the Public Safety and Neighborhood Services Committee of the City Council regarding the physical impacts of construction on homeless migration into surrounding neighborhoods and make recommendations for addressing those problems which may include but not be limited to expansion of the HOT Team or expansion of the area targeted by the HOT Team. A second report shall be submitted within 90 days after the first ballpark event to assess any continuing impacts of development and operations of the Ballpark and Ancillary Development Projects on the homeless and make recommendations for addressing any problems identified in the study. Additional reports would be prepared, as impacts are identified.</p> <p>The Committee shall continue in existence for a term of three years after the first ballpark event. At the end of the Committee's term, the Committee may be dissolved or, at the option of the City and CCDC, be continued for a specified temporary time period in order to meet the Committee's objectives of identifying physical impacts of homeless displacement.</p> <p>Independent funding of this committee would not help implement measures because any such measures such as increased lighting, HOT Team expansion would still have to go through City processes (increased lighting, HOT Team expansion) and can not be unilaterally implemented by a citizens' group.</p>			
11.2-2 The operation of the HOT Team shall be expanded in the fields of social service or law enforcement, or otherwise modified, to meet identified needs in the surrounding communities. The East Village Redevelopment Homeless Advisory Committee will make suggestions to the HOT Team about how the HOT Team can use its resources to address the homeless displacement issues arising from the proposed ballpark and	As Needed	City	City Manager

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<p>ancillary redevelopment activities. No changes, however, will actually be implemented until the City evaluates the needs and identifies any areas of operation that should be modified or expanded. The exact scope of the Homeless Outreach Team operations shall be determined by the City based on recommendations from the East Village Redevelopment Homeless Advisory Committee. Currently, the HOT Team does not respond to specific complaints of crimes or problems caused by homeless persons; regular San Diego Police Department patrols are dispatched when a citizen calls to report an incident. This practice will continue. The HOT Team is a proactive unit composed of professionals from various disciplines who meet, as needed, to evaluate larger problems and develop and implement long-term solutions. For example, if a particular location becomes increasingly attractive to large numbers of homeless persons, the HOT Team, in conjunction with patrol officers, will use its resources to identify the cause of the attraction and respond as appropriate.</p>				
11.3-1	Same as Mitigation Measure 11.2-1.			
11.3-2	Same as Mitigation Measure 11.2-2.			
<b>12.0 Public Services/Facilities</b>				
12.1-1	Potential impacts to police and fire protection services, gas and electric, parks, public restrooms, libraries, courts and jails, health and social services, senior services, and educational facilities/services would be mitigated by funding available to the City of San Diego through implementation of the proposed Redevelopment Plan, repayment of debt by the Agency to the City, and new sales tax and transient occupancy tax (TOT) revenues generated by new increased development within the Planning Area. The City of San Diego will also receive property tax revenues generated by the Centre City Redevelopment Project pursuant to Section 33676 of the Health and Safety Code.	Ongoing during Operation	City	City Manager
12.1-2	Potential impacts to delivery of potable water distribution and supply, stormwater collection and disposal, solid waste disposal, wastewater collection systems and treatment systems would be mitigated by funding available to the City of San Diego through implementation of the proposed Redevelopment Plan, repayment of debt by the Agency to the City, and new sales tax and transient occupancy tax (TOT) revenues generated by new increased development within the Planning Area. The City of San Diego will also receive property tax revenues generated by the Centre City Redevelopment Project pursuant to Section 33676 of the Health and Safety Code.	Ongoing during Operation	City	City Manager
12.1-3	As required by the City of San Diego, developers shall provide areas in which to store recyclable materials. The Agency shall also encourage the City of San Diego Waste Management Department to increase its promotion of effective recycling programs in the Planning Area.	Prior to Certificate of Occupancy	Developer	City Manager

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12.2-1	A waste management plan would be implemented to reduce waste transported to local landfills. Components shall include but not be limited to: <ul style="list-style-type: none"> <li>Type of materials expected to enter the waste stream;</li> <li>Quantity of materials;</li> <li>Source reduction techniques to be used;</li> <li>Recycling and/or composting programs; and</li> <li>Buy-recycled programs.</li> </ul>	Prior to Certificate of Occupancy	Padres	City Manager
12.2-2	Improvements will be made to the Miramar Landfill entrance facility, if access to the facility becomes inadequate, consistent with the City's <i>Guide to Mitigating Impacts to Solid Waste Services</i> .	Ongoing during Operation	City	City Manager
12.3-1	No activity-specific measures are identified for the ancillary development.			
<b>13.0 Transportation, Circulation, Access and Parking</b>				
13.1-1	A 60 percent transit split goal for work trips into the downtown area shall be implemented by the year 2025.	Prior to Year 2025	City/MTDB	City Manager
13.1-2	Roadway improvements identified in Table 5.2-13 of the Ballpark and Ancillary Development Projects SEIR shall be implemented on an as-needed basis. An evaluation to determine the timing for these roadway improvements shall be conducted annually, with the first evaluation completed before the first ballpark event.	Prior to December 31 of each year	City	City Engineer
13.1-3	Plan-wide roadway improvements shall be completed when needed, based on the annual evaluation roadway evaluation.	Within One Year of Identified Need	City	City Engineer
13.1-4	Bicycle routes shall be evaluated annually and re-routed from key traffic arteries and onto minor street, as necessary, to maintain adequate traffic flow.	Prior to December 31 of each year	City	City Engineer
13.1-5	Caltrans, SANDAG and the City of San Diego shall prepare a Freeway Deficiency Plan which identifies both near-term and long-term capacity improvements and programs improve the freeway system serving Centre City.	Prior to Certificate of Occupancy for Ballpark and/or First Ancillary Development	City/Caltrans/SANDAG	City Manager
Possible improvements may include: <ul style="list-style-type: none"> <li>Enhanced alternate mode service and facilities (e.g., trolley, express bus, bicycle, and pedestrian);</li> <li>Enhanced Transportation Demand Management (TDM) measures to reduce peak hour congestion, such as carpooling, vanpooling, parking restrictions, staggered work hours, and telecommuting;</li> <li>Increased carrying capacity on I-5, SR-94, and I-15;</li> <li>Improved/reconfigured freeway onramps and offramps; and</li> </ul>				

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<b>Mitigation Measure<sup>1</sup></b>		<b>Implementation Time Frame</b>	<b>Implementation Responsibility</b>	<b>Verification Responsibility</b>
<ul style="list-style-type: none"> <li>Modifying peak hour flow rates at freeway ramp meters, in conjunction with increased mainline capacity, to maximize egress from surface streets connecting to freeway onramps.</li> </ul>				
13.1-6	Improvements and programs identified in the Freeway Deficiency Plan shall be carried out in accordance with the implementation program included as part of the Plan.	As Needed	City/Caltrans/SANDAG	City Manager
13.2-1	Improvements shall be completed at the following locations, when needed, based on an evaluation of need conducted annually with the first evaluation completed prior to the first ballpark event. Based on this evaluation, any of the identified roadway improvements shall be implemented within one year of the determination that the improvements are necessary. <ul style="list-style-type: none"> <li>Add a new eastbound lane on A Street from east of Tenth Avenue to Eleventh Avenue; and</li> <li>Provide dual left-turn lanes on all approaches to the Harbor Drive/Park Boulevard intersection.</li> </ul>	Prior to Certificate of Occupancy (Design) As Needed (Implementation)	City/Developer	City Manager
13.2-2	The following roadway improvements shall be completed: <ul style="list-style-type: none"> <li>Signalize intersection of 17th Street and Imperial Avenue;</li> <li>Widen 17th Street, south of the southbound I-5 offramp to provide one left-turn lane, one left-turn/through lane, and two right-turn lanes; and</li> <li>Signalize intersection of 17th and J Streets.</li> </ul>	Prior to Certificate of Occupancy	City	City Manager
13.2-3	The following roadway improvement shall be completed on an as-needed basis subject to an evaluation of need conducted annually, with the first evaluation completed during the initial season of ballgames: <ul style="list-style-type: none"> <li>Restripe eastbound approach of Imperial Avenue at 19th Street to allow double left-turns, and</li> <li>Widen I-5 northbound onramp to accommodate the incoming lanes.</li> </ul>	As Needed	City	City Manager
13.2-4	No ballpark events shall start on weekdays between the hours of 1:05 p.m. and 3:30 p.m.	Ongoing during Operation	City	City Manager/
13.2-5	An Event Transportation Management Plan (ETMP) shall be developed and implemented by the City of San Diego working with the community, the San Diego Padres, and affected government agencies. The ETMP shall include the elements contained in Attachment I in Volume V of the Ballpark and Ancillary Development Projects SEIR, including: <ul style="list-style-type: none"> <li>Neighborhood Traffic Control;</li> </ul>	Prior to Certificate of Occupancy	City/Padres	City Manager



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<ul style="list-style-type: none"> <li>• Permanent Traffic Control;</li> <li>• Event Traffic Control;</li> <li>• Ramp metering after a ballpark event;</li> <li>• Parking Management;</li> <li>• Police Control/Traffic Enforcement;</li> <li>• Incident Management Plans/Procedures;</li> <li>• Pedestrian/Bicycle Management;</li> <li>• Pedicab/Taxi Management;</li> <li>• Transit Management; and</li> <li>• Public Information Program.</li> </ul> <p>To avoid potential conflicts between ballpark and Convention Center traffic, during concurrent events, the Event Transportation Management Plan will include provisions to use traffic control officers to restrict post-ballpark event access to Harbor Drive via Park Boulevard by closing southbound Park Boulevard at the ballpark access road; Convention Center traffic would continue to be able to access Park Boulevard and Imperial Avenue from Harbor Drive.</p>			
<p>13.2-6 Provide one or more of the following measures to increase parking availability for weekend evening and weekday afternoon ballpark events:</p> <ul style="list-style-type: none"> <li>• Provide incentives to encourage additional transit use by ballpark service employees, such as transit passes;</li> <li>• Provide remote parking facilities outside Centre City with shuttle service to the ballpark; and/or</li> <li>• Provide incentives to promote the use of the trolley for events.</li> </ul>	Prior to Certificate of Occupancy	City/Padres	City Manager
<p>13.2-7 Provide 5,500 additional dedicated ballpark parking spaces at Qualcomm Stadium for ballpark events.</p>	Prior to Certificate of Occupancy	City/Padres	City Manager
<p>13.2-8 A Downtown Parking Management Plan shall be adopted and implemented. The Plan shall include parking management provisions to protect parking in the Gaslamp District, East Village and regulatory parking obligations of the Convention Center, including, but not limited to: signage indicating "no event parking", limited parking duration during events, security guards, and/or a parking fee structure to discourage long-term event parking.</p>	Prior to Certificate of Occupancy	City/Padres	City Manager
<p>13.2-9 A Neighborhood Parking Management Plan shall be adopted and implemented. The Plan shall subject to an agreement with the neighborhood, contain provisions to restrict event parking in surrounding neighborhoods through techniques which would include, but not be limited to, signage indicating "no event parking", requiring neighborhood</p>	Prior to Certificate of Occupancy	City/Padres	City Manager

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parking permits (provided at no costs to residents), additional police enforcement, and restricting event traffic access to residential streets.			
<p>13.2-10 The following pedestrian circulation improvements shall be completed, unless public health, safety, or building codes requirements conflict with the improvements:</p> <ul style="list-style-type: none"> <li>• Provide adequate sidewalk widths in all pedestrian corridors to satisfy the needs at Level of Service E or better;</li> <li>• Provide a 24-foot-wide sidewalk along the south side of Imperial Avenue, between the existing MTDB parking structure and Park Boulevard;</li> <li>• Provide a minimum sidewalk width of 20 feet along the south side of J Street, between Seventh and Tenth Avenues; and</li> <li>• Provide low fencing along the east side of the Trolley tracks between K Street and Imperial Avenue with designated crossing points at K Street, L Street, and Imperial Avenue.</li> </ul>	Prior to Certificate of Occupancy	City/Padres	City Manager
<p>13.2-11 The Padres and City, in conjunction with transit operators and local businesses, shall develop and implement an incentive program to encourage use of the 5,500 parking spaces at Qualcomm Stadium. Incentives to be considered shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> <li>• "Kids ride free" program;</li> <li>• Transit discount programs such as the "two-for-one" passes currently available to Compadres members;</li> <li>• Discounts at restaurants and other businesses in and around the ballpark;</li> <li>• Event ticket/transit/parking packages that will encourage parking at Qualcomm Stadium; and</li> <li>• Tailgating and baseball-related activities (E-g., Pad Squad, player and celebrity appearances, give-aways) at Qualcomm Stadium.</li> </ul>	Prior to Certificate of Occupancy	City/Padres	City Manager
13.3-1 Same as Mitigation Measures 13.2-1.			
13.3-2 Same as Mitigation Measures 13.2-2.			
13.3-3 Same as Mitigation Measures 13.2-3.			

<sup>1</sup> The numbering sequence identifies which mitigation measures apply to the various activities within the Centre City Redevelopment Plan Area. The x.1 series apply to all activities within the Redevelopment Plan. The x.2 series apply to the activities included in the Ballpark Project. The x.3 series apply to the Ancillary Development Projects.