



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

Prepared for
Civic San Diego
401 B Street, Suite 400
San Diego, CA 92101

City of San Diego
1010 2nd Avenue, Suite 1200
East Tower, MS 413
San Diego, CA 92101

Prepared by
RECON Environmental, Inc.
1927 Fifth Avenue
San Diego, CA 92101
P 619.308.9333

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Downtown San Diego Mobility Plan Final Supplemental Environmental Impact Report

Introduction

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

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

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

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

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

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

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

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

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

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

TOPICAL RESPONSE #1: ON- STREET PARKING

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TOPICAL RESPONSE #6: OVERALL NETWORK DEVELOPMENT AND TRAFFIC OPERATIONS

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

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

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

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

TABLE OF CONTENTS

List of Abbreviated Terms.....	iii
Executive Summary.....	S-1
1.0 Introduction	1-1
1.1 Purpose and Intended Uses.....	1-1
1.2 Legal Authority	1-2
1.3 Document Type, Scope, and Organization.....	1-3
1.4 SEIR Process	1-10
1.5 Subsequent Environmental Review.....	1-10
2.0 Environmental Setting.....	2-1
2.1 Project Location and Physical Characteristics	2-1
2.2 New or Updated Applicable Plans	2-2
3.0 Project Description.....	3-1
3.1 Background	3-2
3.2 Purpose and Need	3-3
3.3 Relationship to the City General Plan.....	3-4
3.4 Relationship to the City General Plan Mobility Element.....	3-4
3.5 Relationship to the Downtown Community Plan.....	3-5
3.6 Project Objectives.....	3-5
3.7 Mobility Plan Components	3-6
3.8 Implementation.....	3-15
4.0 Environmental Analysis.....	4-1
4.1 Land Use	4.1-1
4.2 Traffic	4.2-1
4.3 Air Quality.....	4.3-1
4.4 Noise	4.4-1
4.5 Hydrology/Water Quality	4.5-1
5.0 Other CEQA-Required Discussions	5-1
5.1 Growth Inducement	5-1
5.2 Significant and Unavoidable Environmental Effects	5-2
5.3 Irreversible Environmental Changes	5-2
5.4 Effects Found Not to be Significant	5-3
6.0 Mitigation Monitoring and Reporting Program.....	6-1
7.0 References Cited and Individuals and Agencies Consulted/Certification.....	7-1
7.1 References	7-1
7.2 Individuals and Agencies Consulted/Certification.....	7-4

TABLE OF CONTENTS (cont.)

FIGURES

3-1:	Planned Downtown Mobility Network	3-16
3-2:	Proposed Greenways	3-17
3-3:	Planned Bicycle Network	3-18
3-4:	Proposed Transitways	3-19
3-5:	Proposed Autoways.....	3-20
3-6:	Road Diets Accommodating Complete Streets.....	3-21
3-7:	Proposed One-Way to Two-Way Street Conversions	3-22
3-8:	Autoway Cross Section	3-23
3-9:	Greenway Cross Section.....	3-24
3-10:	One-Way Cycle Track Cross Section	3-25
3-11:	Two-Way Cycle Track Cross Section	3-26
3-12:	Transitway Cross Section.....	3-27
4.2-1:	Existing Bicycle Facilities	4.2-16
4.2-2:	Existing High Frequency Transit Network.....	4.2-17
4.2-3:	Existing Transit Frequency	4.2-18
4.2-4:	Existing Roadway Network.....	4.2-19
4.2-5:	Project Study Area and Key Study Intersections	4.2-20

TABLES

S-1:	Summary of Environmental Impacts, Mitigation Measures, and Significance After Mitigation	S-6
4.1-1:	Applicable Community Plan Policy Consistency Analysis	4.1-15
4.3-1:	Ambient Air Quality Standards.....	4.3-3
4.3-2:	Summary of Air Quality Measurements Recorded at the San Diego – Beardsley Street Monitoring Station	4.3-5
4.3-3:	Potential Construction Equipment by Phase.....	4.3-9
4.3-4:	Summary of Maximum Daily Construction Emissions	4.3-10
4.4-1:	City of San Diego Noise and Land Use Compatibility Guidelines.....	4.4-2
4.4-2:	Airport Noise Compatibility Criteria.....	4.4-5
4.4-3:	Typical Maximum Construction Equipment Noise Levels.....	4.4-8
6-1:	Mitigation Monitoring and Reporting Program.....	6-3

APPENDICES

A:	Notice of Preparation and Comments
B:	<u>Responses to Comments</u>
C:	<u>Findings and Statement of Overriding Considerations</u>

List of Abbreviated Terms

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

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

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

S.0 Executive Summary

S.1 Project Synopsis

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

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

S.2 Purpose of the EIR

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

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

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

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

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

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

S.3 Proposed Project

S.3.1 Location and Setting

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

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

S.3.2 Project Objectives

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

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

S.3.3 Project Description

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

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

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

S.4 Areas of Controversy

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

S.5 Issues to be Resolved by the Lead Agency

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

S.6 Previous Environmental Documentation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Table S-1 Summary of Environmental Impacts, Mitigation Measures, and Significance after Mitigation		
Issue	Mitigation Measures	Significance After Mitigation
Hydrology/Water Quality		
Hydrology: The proposed Project includes goals and policies specifically target decreasing runoff rates by increasing permeable areas, and providing improvements and design features that can address water quality impacts from surface flows. Future projects implemented in accordance with the proposed Project would be required to comply with applicable hydrology regulations. Compliance with the applicable and current regulations would require control of runoff in a manner that would prevent impacts downstream.	None required.	Impacts would be less than significant.
Water Quality: The implementation of the proposed Project would be completed in compliance with applicable storm water standards. The proposed Project also includes goals and policies to increase natural filtration of storm water and pollutant reductions from reaching the San Diego Bay to promote compliance with local regulations and, in turn, would contribute to improving surface water quality.	None required.	Impacts would be less than significant.
Floodplains: While the proposed Project includes areas partially within flood hazard zones, those areas are already developed. Future projects implemented in accordance with the proposed Project would comply with regulations as well as goals and policies to encourage improvements to the existing storm drain system.	None required.	Impacts would be less than significant.



Chapter 1

Introduction

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

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

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

1.1 Purpose and Intended Uses

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

1.2 Legal Authority

1.2.1 Lead Agency

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

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

1.2.2 Responsible and Trustee Agencies

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

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

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

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

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

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

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

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

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

1.3 Document Type, Scope, and Organization

1.3.1 Type of EIR

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

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

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

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

1.3.2 Scope

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

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

Historical Resources

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

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

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

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

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

Public Facilities and Services

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

Geology and Seismicity

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

Aesthetics/Visual Quality

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

Hazardous Materials

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

Population/Housing

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

Paleontological Resources

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

Energy

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

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

GHG Emissions

The 2006 PEIR did not analyze GHG emissions, ~~as this was not required pursuant to CEQA until 2010. There is, h~~However, there is substantial evidence ~~to support that~~ the Downtown Community Plan's impact on global warming could have been evaluated in the 2006 PEIR because the effects of GHG were known as far back as the late 1970s. Therefore, it is not new information. If the proposed Project were not to be adopted or implemented, changes to the roadway network, including projects identified in the City's Capital Improvements Program (CIP), would still occur under the existing condition. In addition, the majority of these subsequent projects would not involve major grading activities; rather, they would be the restriping of lanes within existing right-of-way, the addition of landscaping, bicycle and pedestrian amenities, and similar types of projects which would not represent a substantial increase in GHG emissions compared to the existing condition. Given the limited scale of improvements, construction-related GHG emissions would be a negligible percentage of the total regional emissions when considering the emissions generated by mobile sources. ~~Therefore, the proposed Project would not represent a substantial increase in GHG emissions.~~ Further, by promoting a multi-modal transportation network that includes enhancements to the pedestrian, bicycle and transit facilities, the proposed Project would also serve to implement the City's General Plan GHG reduction goals. The proposed Project would also implement the City's Climate Action Plan by promoting facilities increasing the mode share for bicycling, walking, and transit within the Downtown community. Therefore, the proposed Project would not represent a significant increase in GHG emissions.

Alternatives

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

Cumulative

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

significant cumulative impacts within the 2006 PEIR. In addition, the proposed Project has been prepared in consideration of updates to those plans, and contains policies consistent with those plans.

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

Other Issues

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

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

1.3.3 Organization

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

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

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

1.3.4 Incorporation by Reference

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

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

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

1.4 SEIR Process

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

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

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

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

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

1.5 Subsequent Environmental Review

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



Chapter 2

Environmental Setting

2.1 Project Location and Physical Characteristics

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

2.1.1 Location

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

2.1.2 Physical Characteristics

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

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

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

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

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

2.2 New or Updated Applicable Plans

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

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

2.2.1 State Plans

2.2.1.1 State Implementation Plan

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

2.2.2 Regional Plans

2.2.2.1 Regional Air Quality Strategy

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

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

2.2.2.2 San Diego Forward

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

2.2.2.3 Basin Plan and National Pollutant Discharge Elimination System Permits

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

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

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

2.2.2.4 Hydromodification Management Plan

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

2.2.3 Local Plans

2.2.3.1 City General Plan

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

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

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

2.2.3.2 City Multiple Species Conservation Program

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

2.2.3.3 Port of San Diego Port Master Plan

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

2.2.3.4 San Diego International Airport Land Use Compatibility Plan

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



Chapter 3

Project Description

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

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

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

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

3.1 Background

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

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

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

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

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

3.2 Purpose and Need

3.2.1 Purpose

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

3.2.2 Need

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

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

3.3 Relationship to the City General Plan

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

3.4 Relationship to the City General Plan Mobility Element

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

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

Walkable Communities

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

Bicycling

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

Transit

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

Streets and Freeway Systems

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

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

3.5 Relationship to the Downtown Community Plan

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

3.6 Project Objectives

The objectives for the proposed Project are:

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

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

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

3.7 Mobility Plan Components

3.7.1 Layered Network

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

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

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

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

3.7.2 Streetscape: Corridor Concepts

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

3.7.2.1 Greenways

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

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

3.7.2.2 Cycleways

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

a. Class I Bike Path

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

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

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

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

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

b. Class II Bike Lanes

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

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

c. Class III Bike Routes

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

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

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

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

d. Class IV Cycle Track (Cycleways)

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

A Cycle Track is proposed along the following roads:

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

3.7.2.3 Transitways

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

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

3.7.2.4 Autoways

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

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

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

3.7.2.5 Recommended Street System Improvements

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

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

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

a. One-way Couplet Conversions

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

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

b. Cycle Track Accommodation

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

Lane Diet

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

Road Diet

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

Closure to Vehicular Traffic

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

c. Parking Accommodation

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

Lane Diet

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

Road Diet

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

d. Greenway Accommodation

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

Lane Diet

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

Road Diet

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

3.7.2.6 Other Planned Vehicular Improvements

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

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

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

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

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

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

3.7.2.7 Multi-Functional Streets

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

3.7.2.8 Conceptual Cross Sections

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

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

3.8 Implementation

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

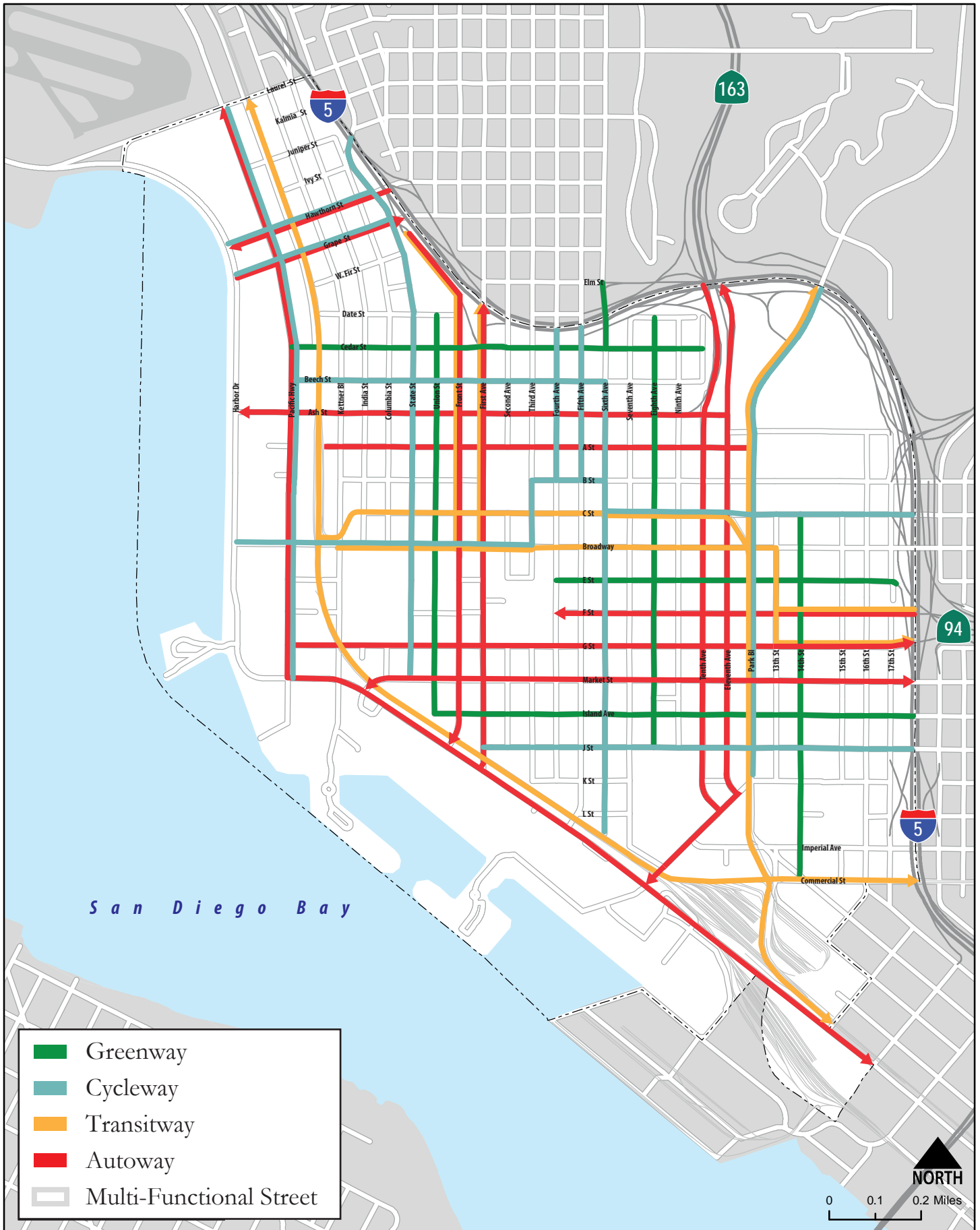
3.8.1 Concurrent Discretionary Actions

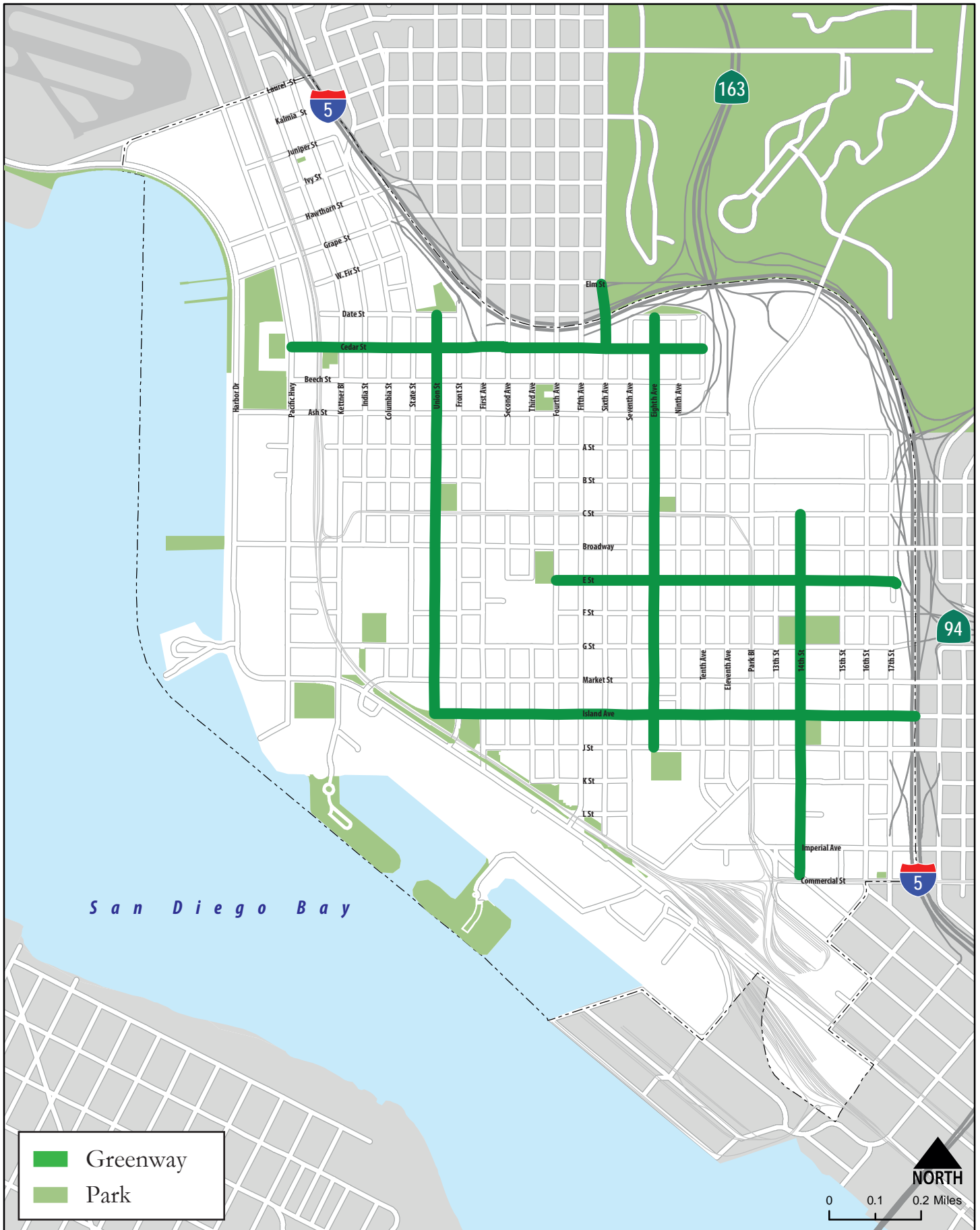
As previously detailed, the City Council would decide whether to adopt, modify, or reject the proposed Project and whether to certify this SEIR. The proposed Project includes the Mobility Plan and a comprehensive amendment to the Transportation Chapter for the Downtown Community Plan.

3.8.2 Subsequent Actions

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

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

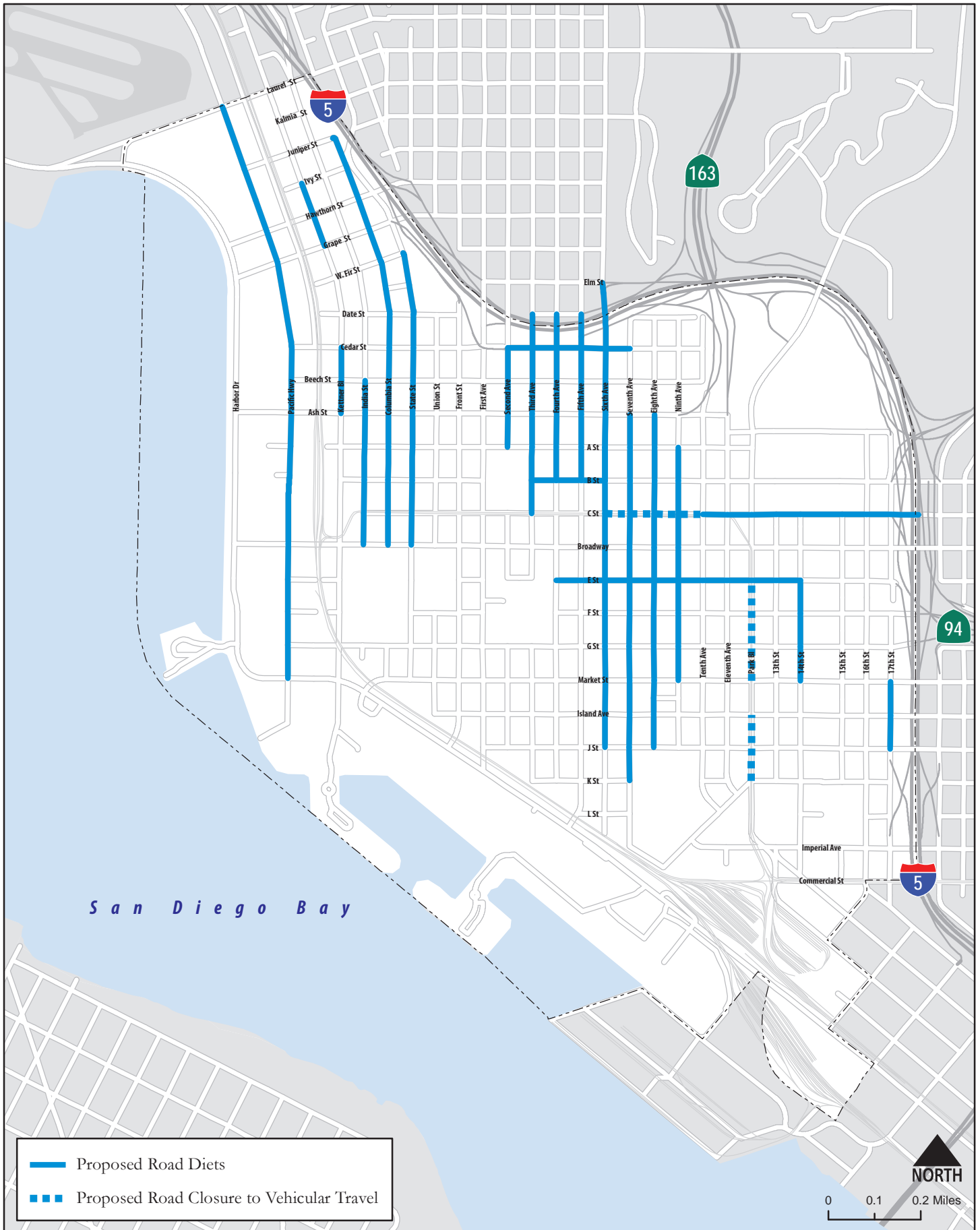


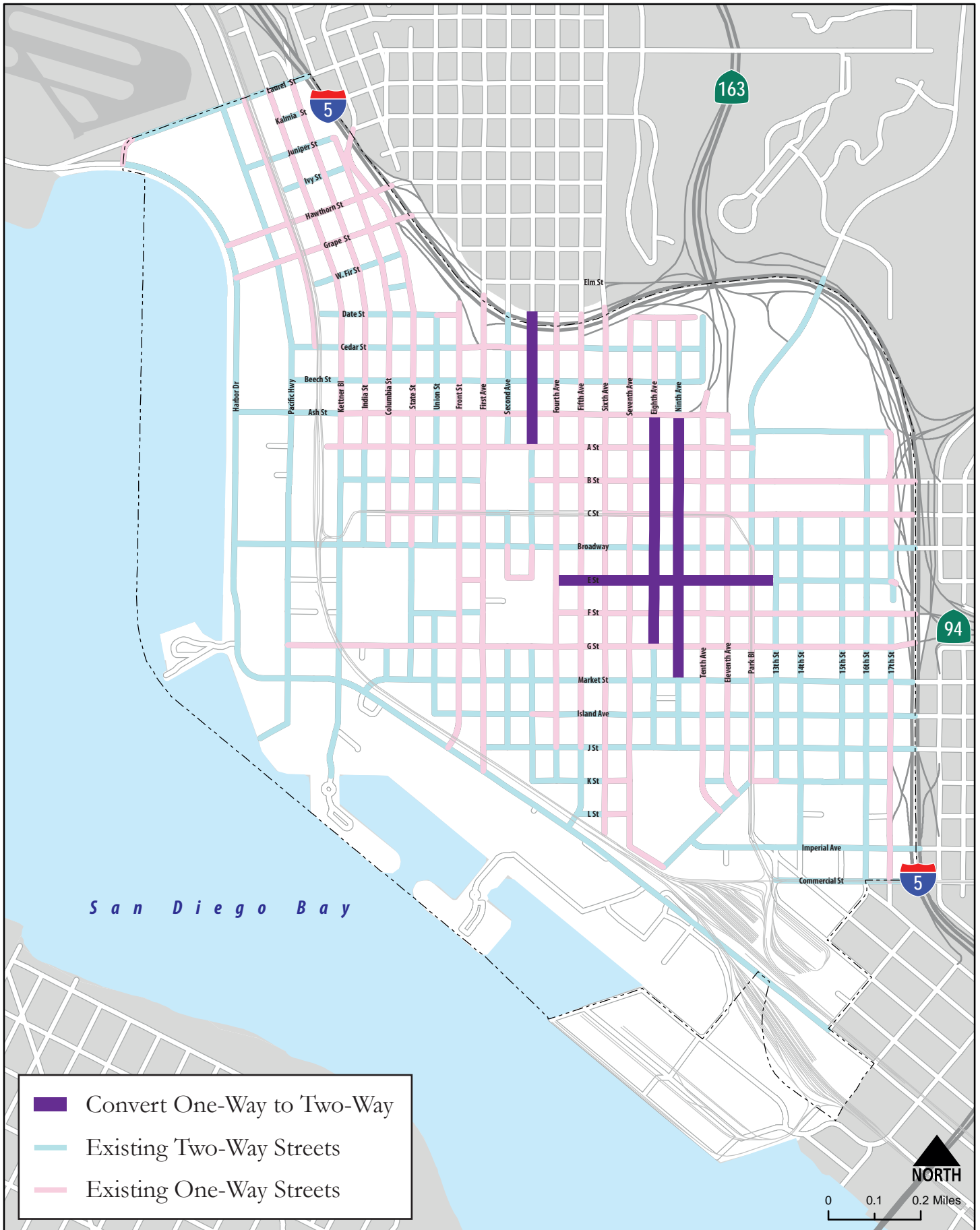


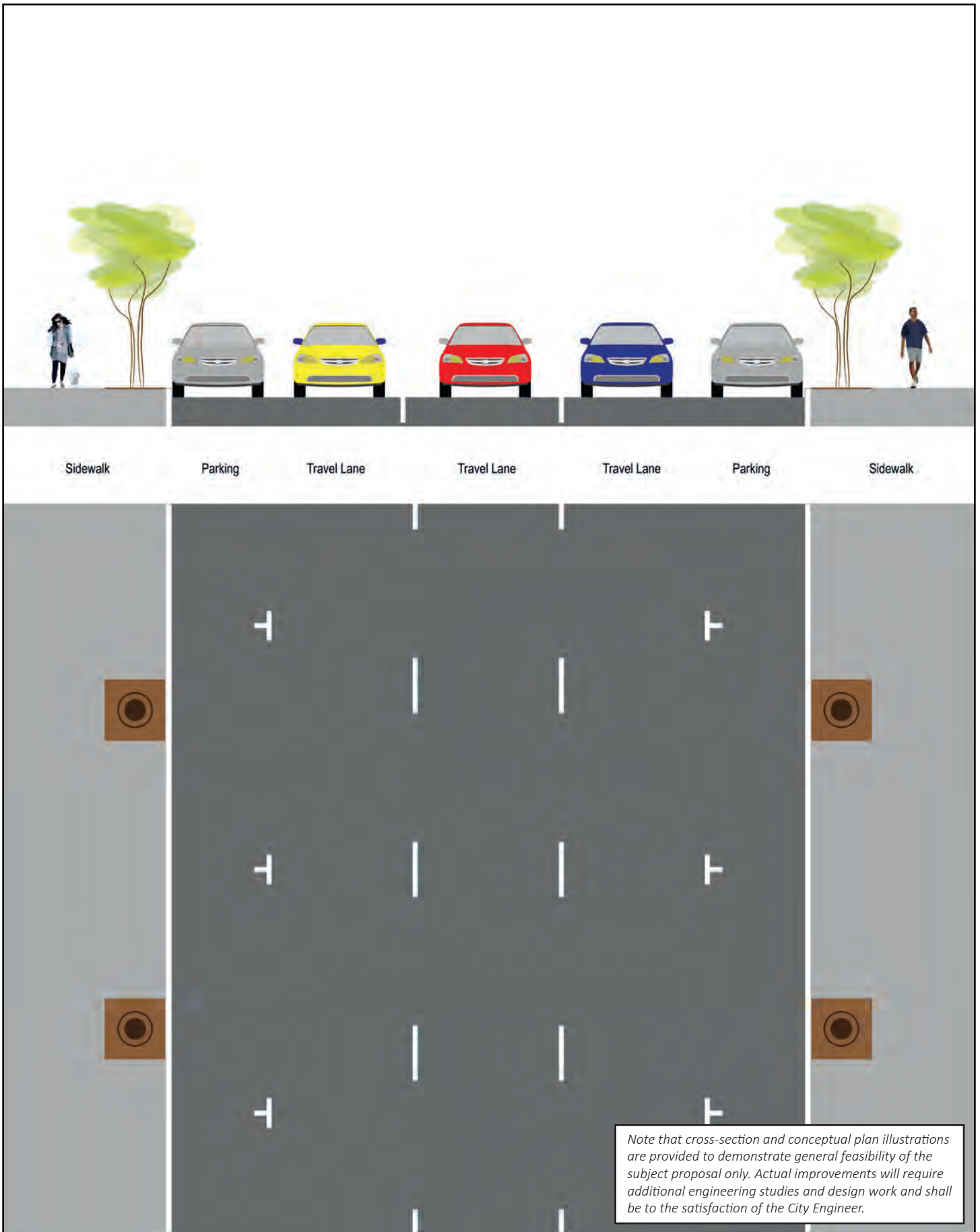




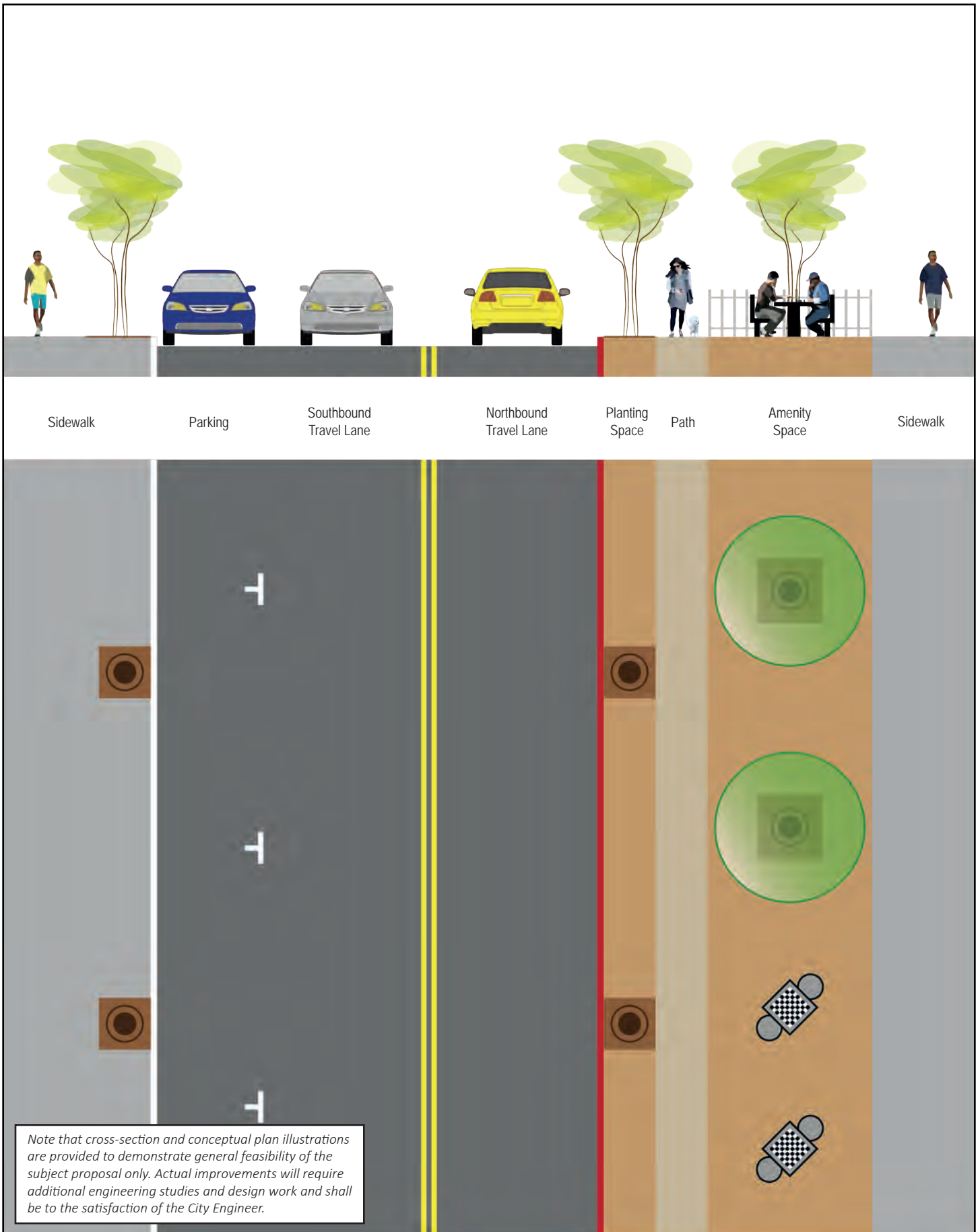


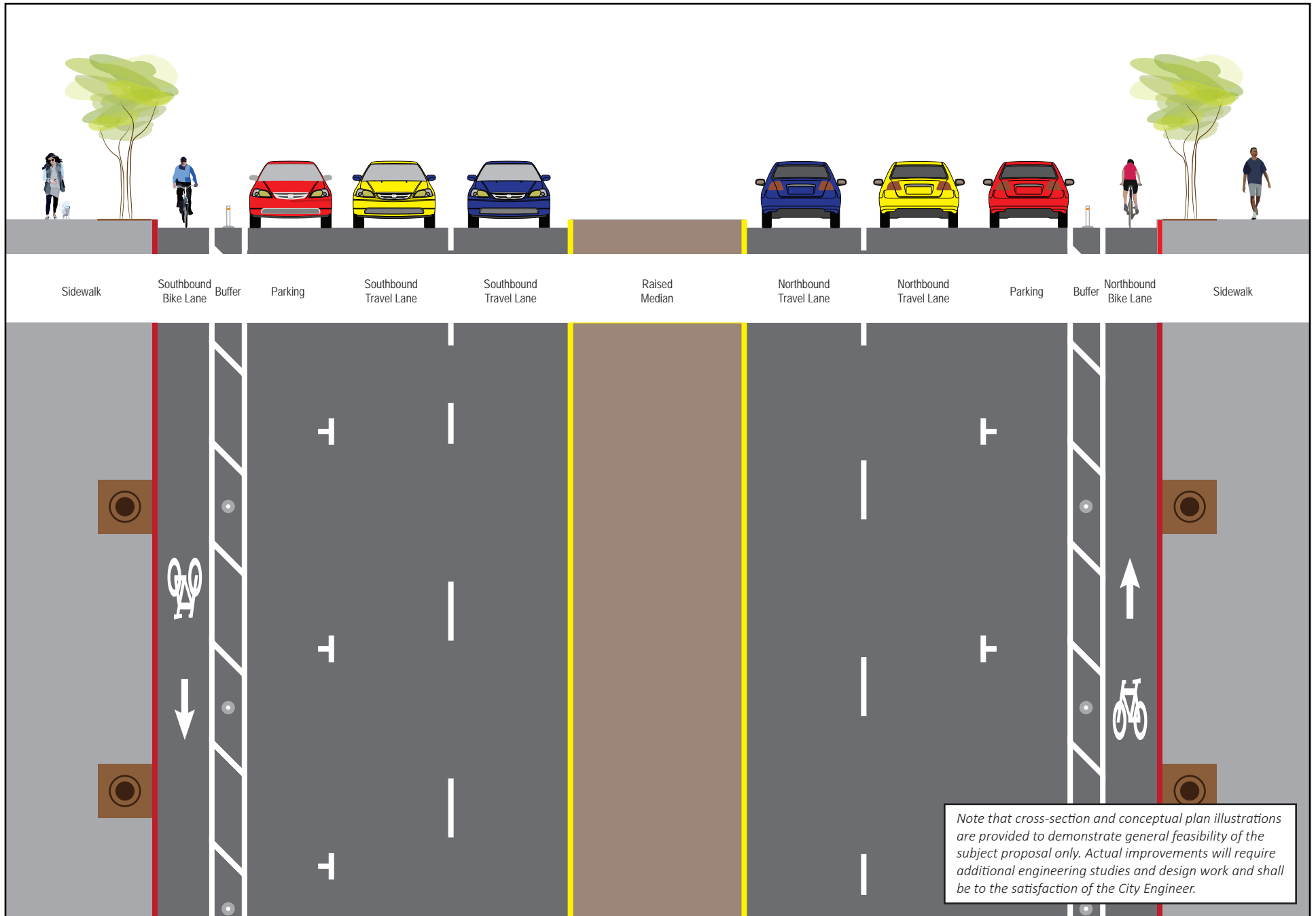


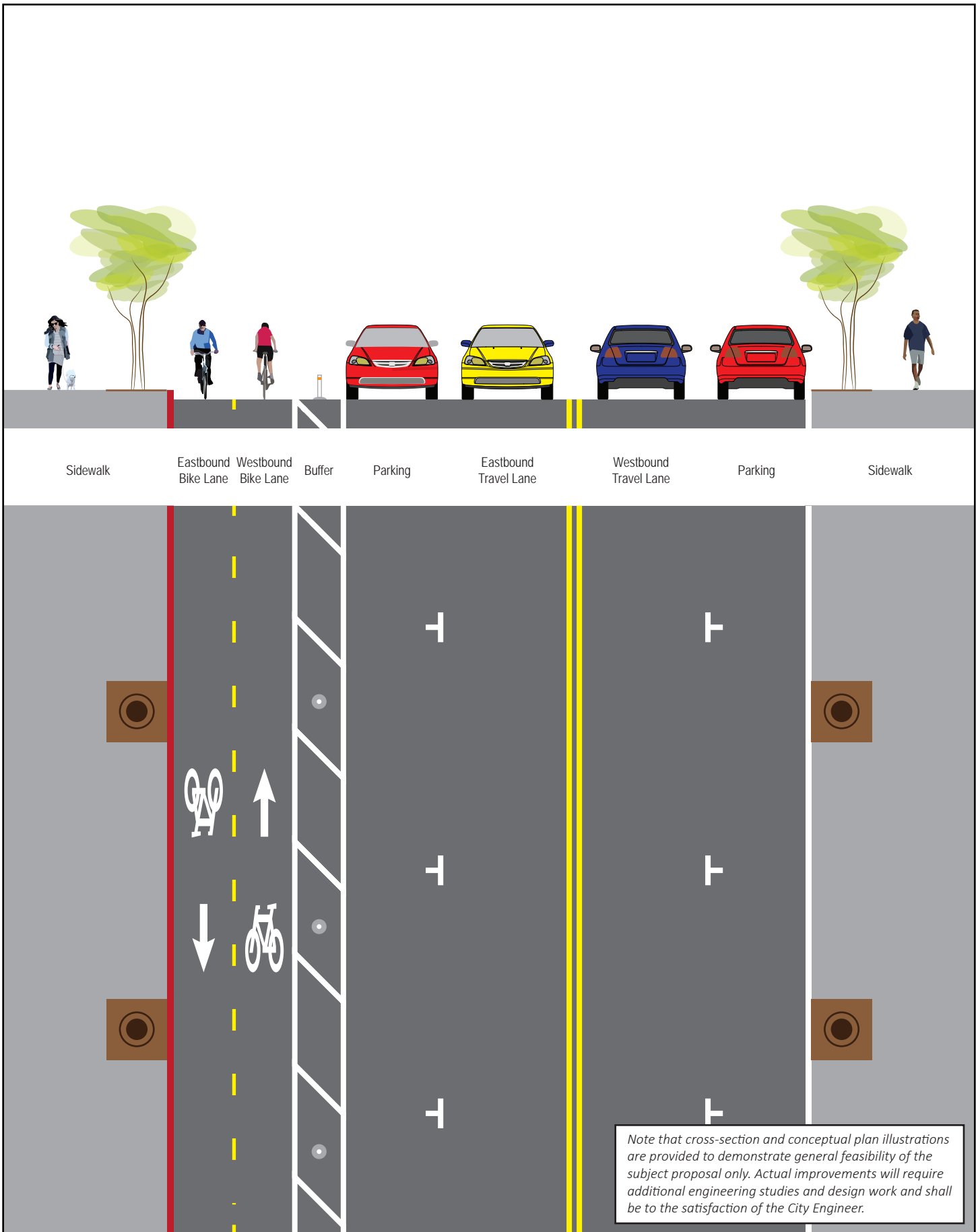


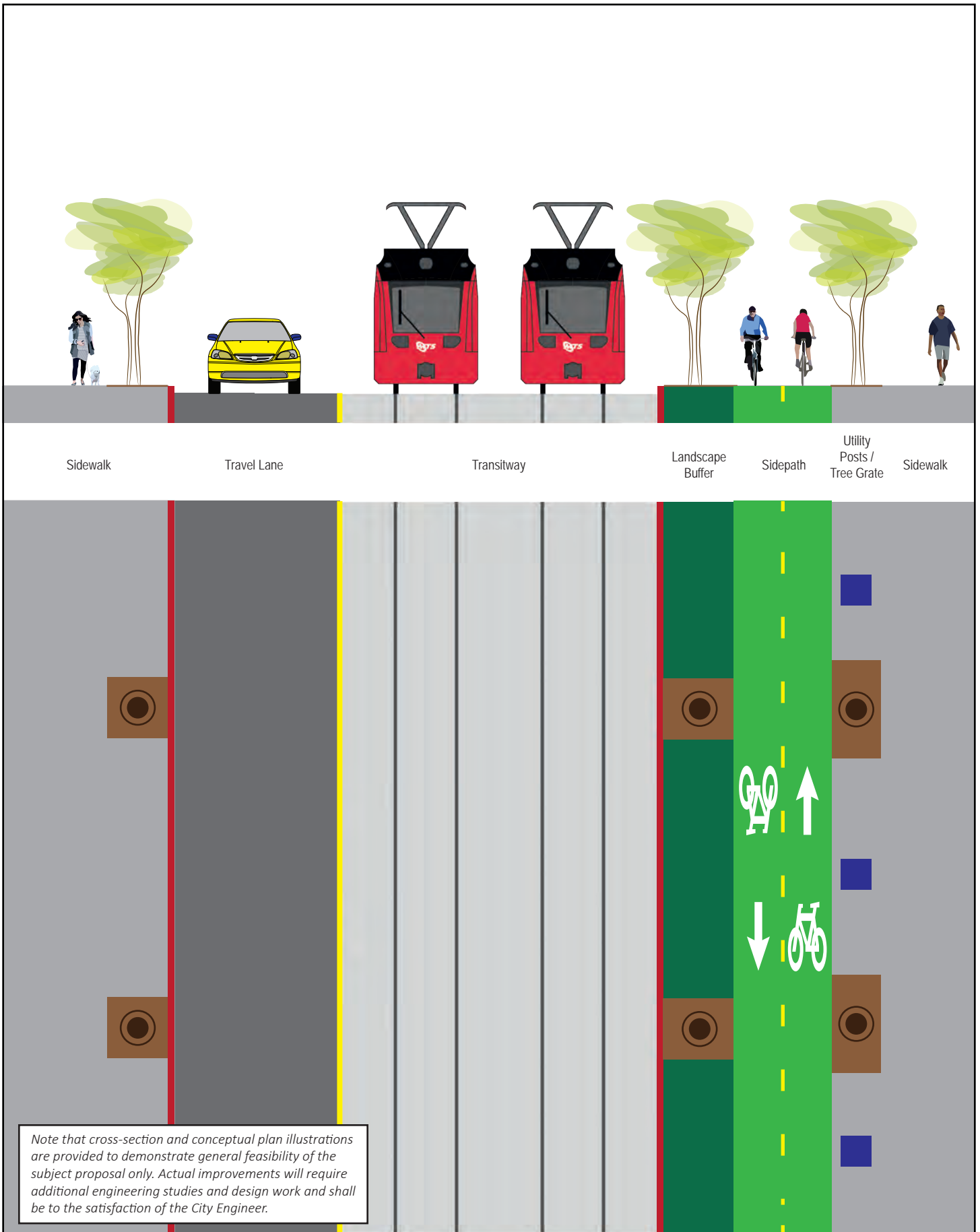


Note that cross-section and conceptual plan illustrations are provided to demonstrate general feasibility of the subject proposal only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.











Chapter 4

Environmental Analysis

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

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

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

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

4.1 Land Use and Planning

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

4.1.1 Existing Conditions

4.1.1.1 Existing Land Use Plans and Development Regulations

a. City General Plan

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

The General Plan includes ten elements as described below.

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

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

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

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

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

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

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

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

b. Downtown Community Plan

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

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

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

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

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

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

Pedestrian and Bicycle Movement

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

Transit System

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

Street System

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

c. Downtown Planned Development Ordinances

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

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

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

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

d. Downtown Design Guidelines

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

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

e. San Diego Forward

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

f. Port of San Diego Master Plan

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

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

g. San Diego International Airport Land Use Compatibility Plan

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

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

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

h. Comprehensive Parking Plan for Downtown San Diego

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

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

i. Centre City Streetscape Manual

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

j. Bicycle Master Plan Update

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

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

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

k. San Diego Regional Bike Plan

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

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

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

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

I. Coastal Act

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

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

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

4.1.2 Significance Determination Thresholds

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

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

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

4.1.3 Issue 1: Community Plan Consistency

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

4.1.3.1 Impacts

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

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

4.1.3.2 Significance of Impacts

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

4.1.3.3 Mitigation, Monitoring, and Reporting

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

4.1.4 Issue 2: LDC and PDO Consistency

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

4.1.4.1 Impacts

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

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

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

4.1.4.2 Significance of Impacts

Modifications to the LDC, PDOs, or other applicable standards may be required to implement the proposed Project; however, those policy level changes would not result in physical impacts on the environment because they would accommodate mobility improvements within the existing developed area. ~~Furthermore, future projects would be subject to environmental review screening to ensure any conditions, design features, or mitigation measures are implemented to avoid or minimize adverse impacts.~~ Therefore, impacts would be less than significant.

4.1.4.3 Mitigation, Monitoring, and Reporting

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

4.1.5 Issue 3: Physical Division of Community

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

4.1.5.1 Impacts

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

overall connectivity. These improvements would not involve features that would have the potential to physically divide the community. For example, no new major freeways or circulation barriers are proposed that could divide the community. The proposed Project is intended to improve connectivity and cohesiveness of Downtown.

4.1.5.2 Significance of Impacts

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

4.1.5.3 Mitigation, Monitoring, and Reporting

No impact would occur. No mitigation is required.

4.1.6 Issue 4: ALUCP Compatibility

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

4.1.6.1 Impacts

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

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

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

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

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

4.1.6.2 Significance of Impacts

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

4.1.6.3 Mitigation, Monitoring, and Reporting

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

4.1.7 Issue 5: Coastal Plan Compatibility

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

4.1.7.1 Impacts

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

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

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

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

4.1.7.2 Significance of Impacts

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

4.1.7.3 Mitigation, Monitoring, and Reporting

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.2 Transportation and Circulation

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

4.2.1 Existing Conditions

4.2.1.1 Regulatory Updates

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

a. California Complete Streets Act and Sustainable Communities Strategy

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

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

b. San Diego Association of Governments San Diego Forward

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

c. City General Plan Mobility Element

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

d. City Bicycle Master Plan

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

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

4.2.1.2 Existing Mobility Network

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

a. Pedestrian Facilities, Activity Levels, and Safety

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

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

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

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

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

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

AM Peak Hour

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

PM Peak Hour

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

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

b. Bicycle Facilities, Activity Levels, and Safety

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

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

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

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

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

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

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

c. Transit Service, Facilities, and Ridership

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

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

Trolley

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

Bus

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

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

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

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

d. Street System

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

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

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

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

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

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

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

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

4.2.2 Significance Determination Thresholds

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

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

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

4.2.3 Issues 1 and 2: Traffic Capacity

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

4.2.3.1 Impact Analysis

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

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

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

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

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

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

4.2.3.2 Significance of Impacts

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

4.2.3.3 Mitigation

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

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

a. Mitigation that Fully Reduces Impact

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

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

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

b. Mitigation that Partially Reduces Impact

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

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

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

- **Front Street and Beech Street**

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

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

- **15th Street and F Street**

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

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

- **13th Street and G Street**

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

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

- **14th Street and G Street**

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

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

- **16th Street and G Street**

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

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

- **17th Street and G Street**

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

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

c. Infeasible Mitigation

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

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

- **Pacific Highway and Laurel Street** – Construct an additional eastbound left-turn lane and an additional westbound left-turn lane at the Laurel Street

approach, and construct an additional northbound left-turn lane at the Pacific Highway approach, both of which would require street widening.

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

4.2.3.4 Significance after Mitigation

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

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

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

4.2.4.1 Impacts

As previously detailed in Section 4.2.1.1, state and local regulations of the past decade set the framework for developing the proposed Project. The proposed Project sets forth an integrated transportation network of greenways, sidewalks, bikeways, transit services, and

roadways that provides for the safety of all users and travelers, including the elderly, youth, and disabled, both within Downtown and to surrounding communities.

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

4.2.4.2 Significance of Impacts

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

4.2.4.3 Mitigation

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

4.2.5 Issue 5: Alternative Transportation Plans

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

4.2.5.1 Impacts

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

Cycleways prioritize bicyclist travel, and would consist of cycle tracks, buffered bicycle lanes, and bicycle boulevards, as detailed in Section 3.7.2.2. The proposed bicycle network addresses the current lack of connectivity through the center of the study area, as well as the lack of safe facilities traversing the community. The proposed network addresses the

high bicycle demand observed by providing a cycle track on C Street and intersecting cycle track along Park Boulevard also serve to improve safety conditions for cyclists near San Diego High School and San Diego City College.

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

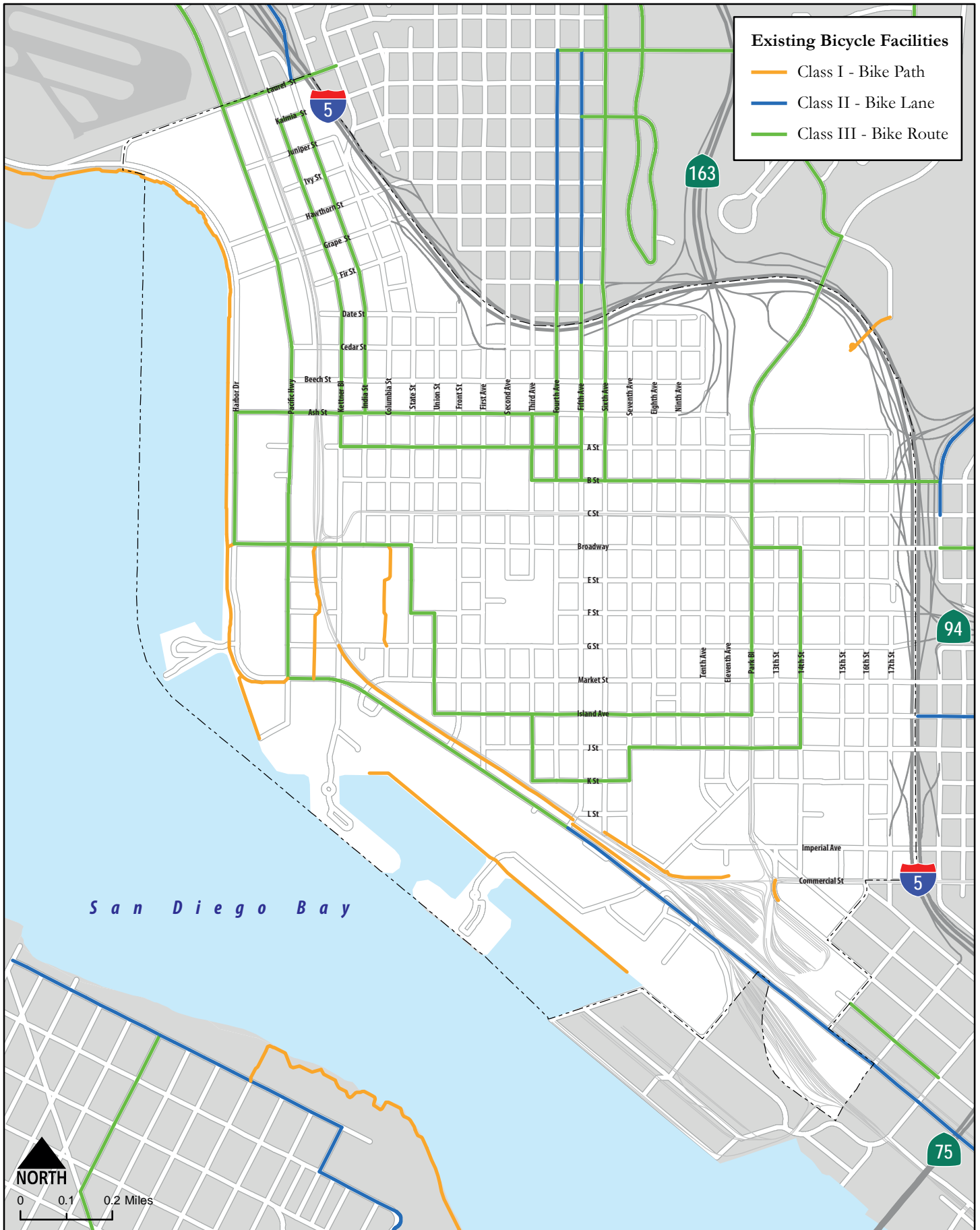
Overall, the proposed Project itself represents an updated guide for alternative transportation within the study area that would improve the network for pedestrians, cyclists, and transit users.

4.2.5.2 Significance of Impacts

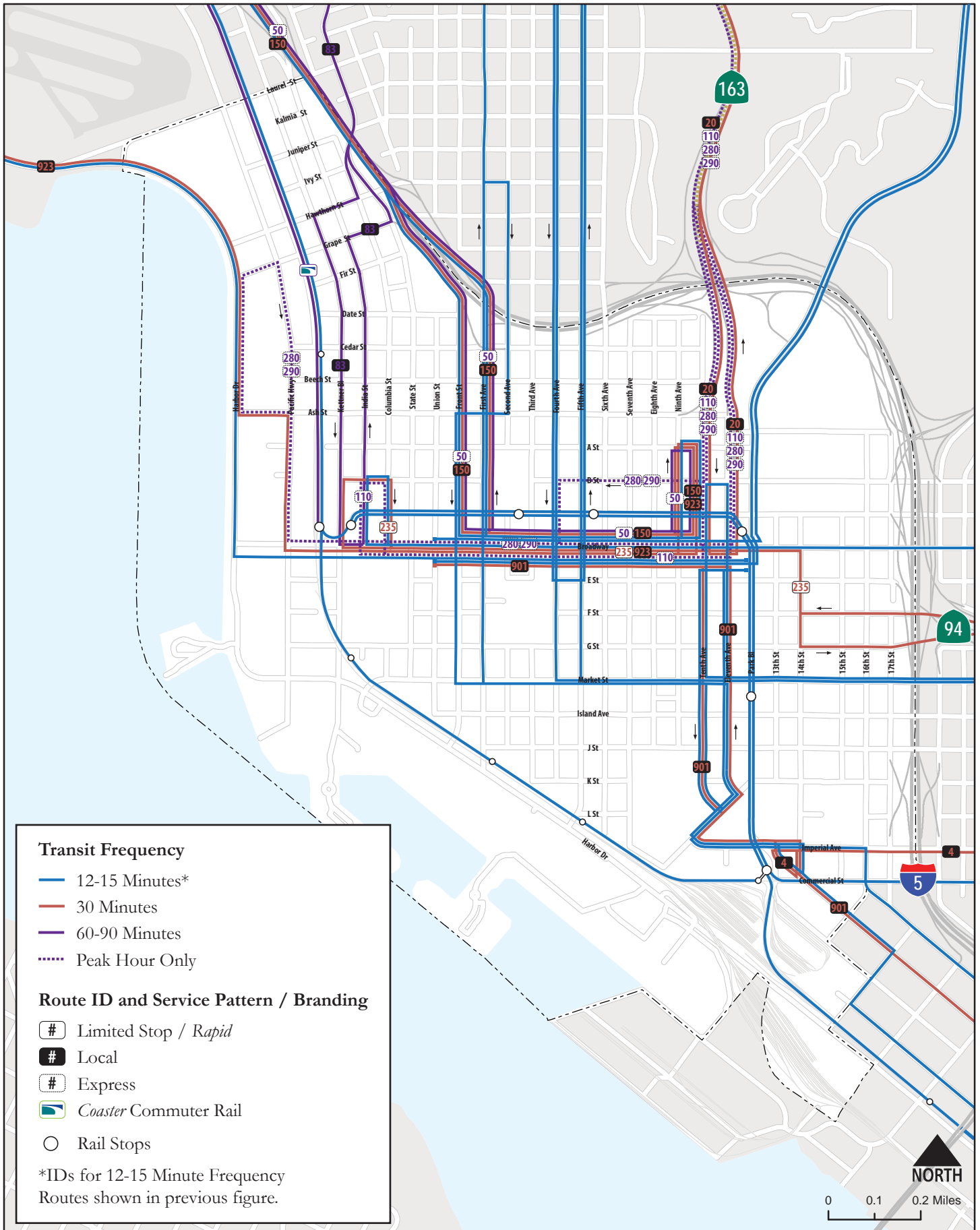
The proposed Project intends to improve the pedestrian, transit, and bicycle transportation network. It represents an updated guide for alternative transportation within the study area. As the proposed Project intends to improve the network for pedestrians, cyclists, and transit users, impacts would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

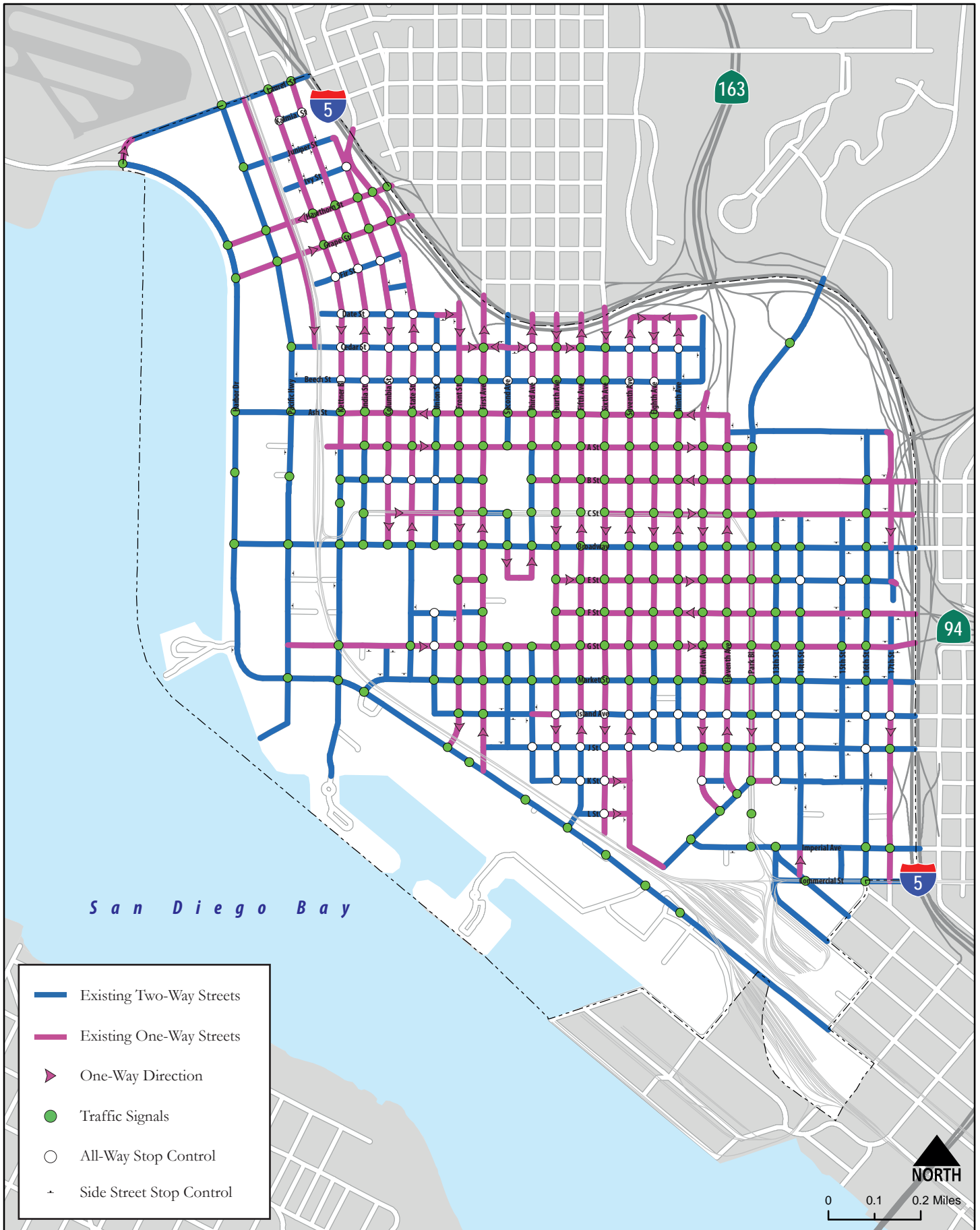
4.2.5.3 Mitigation

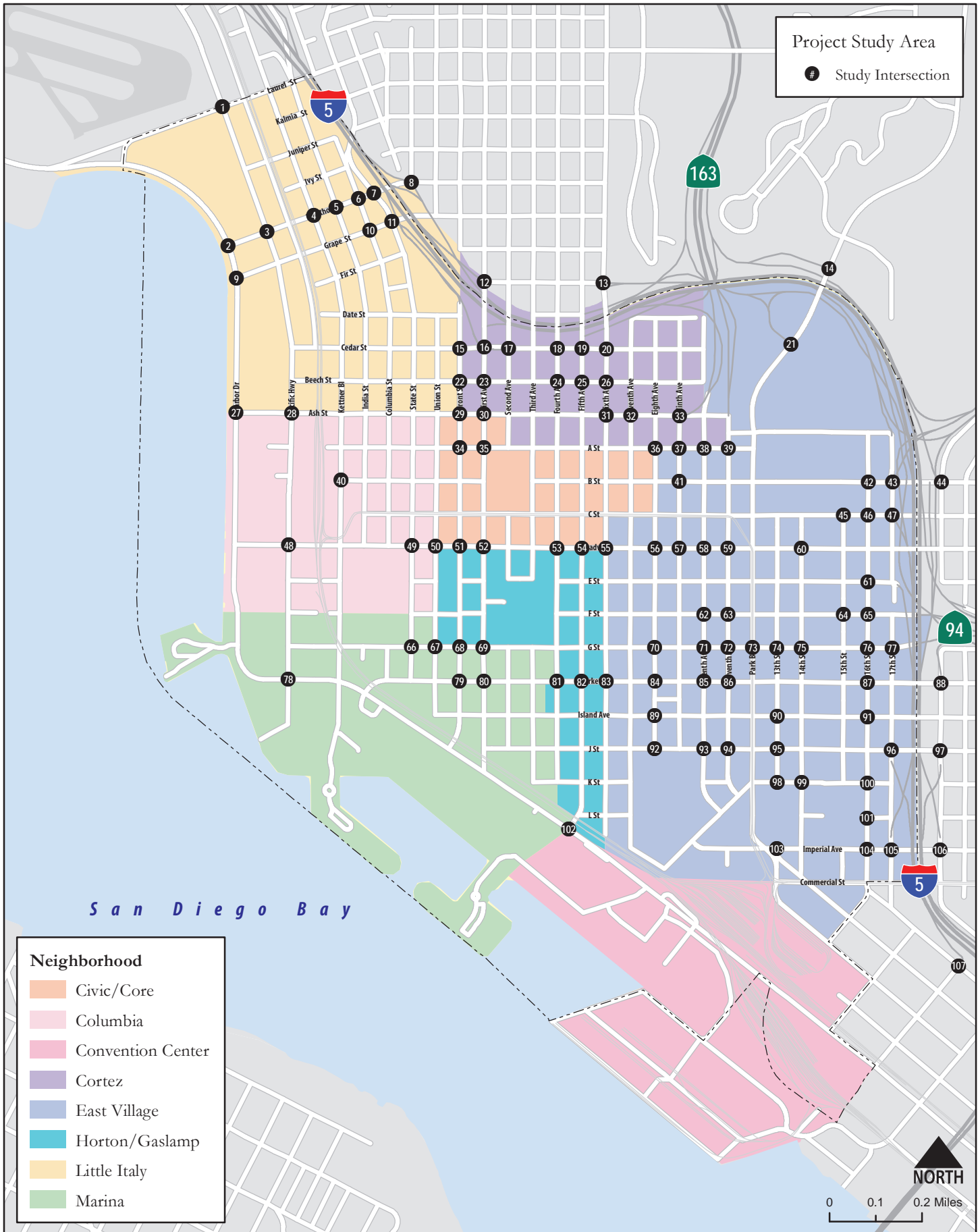
Impacts would be less than significant. No mitigation is required.











4.3 Air Quality

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

4.3.1 Existing Conditions

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

4.3.1.1 Regulatory Framework

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

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

a. Federal Clean Air Act

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

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

b. California Clean Air Act

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

c. Toxic Air Contaminants

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

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

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

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

d. State Implementation Plan

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

Table 4.3-1 Ambient Air Quality Standards						
Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM ₁₀) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		–		
Fine Particulate Matter (PM _{2.5}) ⁹	24 Hour	No Separate State Standard		35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12 µg/m ³		
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-dispersive Infrared Photometry	35 ppm (40 mg/m ³)	–	Non-dispersive Infrared Photometry
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		–	–	
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemi- luminescence	100 ppb (188 µg/m ³)	–	Gas Phase Chemi- luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	–	Ultraviolet Fluorescence; Spectro- photometry (Pararosaniline Method)
	3 Hour	–		–	0.5 ppm (1,300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹⁰	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas) ¹⁰	–	
Lead ^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	–	–	High Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	
	Rolling 3-Month Average	–		0.15 µg/m ³		
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chroma- tography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chroma- tography			
<i>See footnotes on next page.</i>						

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

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

SOURCE: CARB 2015a.

e. San Diego Air Pollution Control District

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

4.3.1.2 Environmental Setting

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

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

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

4.3.2 Significance Determination Thresholds

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

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

4.3.3 Issue 1: Air Quality Plan Implementation

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

4.3.3.1 Impacts

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

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

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

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

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

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

4.3.3.2 Significance of Impacts

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

4.3.3.3 Mitigation, Monitoring, and Reporting

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

4.3.4 Issue 2: Air Emissions

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

4.3.4.1 Impacts

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.3.4.2 Significance of Impacts

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

4.3.4.3 Mitigation, Monitoring, and Reporting

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

4.3.5 Issue 3: Sensitive Receptors

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

4.3.5.1 Impacts

a. Carbon Monoxide Hot Spots

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

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

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

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

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

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

4.3.5.2 Significance of Impacts

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

4.3.5.3 Mitigation, Monitoring, and Reporting

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

4.4 Noise

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

4.4.1 Existing Conditions

4.4.1.1 Regulatory Framework

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

a. City General Plan

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

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

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

Table 4.4-1 City of San Diego Noise and Land Use Compatibility Guidelines					
Land Use Category		Exterior Noise Exposure [CNEL]			
		60	65	70	75
<i>Open Space, Parks, and Recreational</i>					
Community and Neighborhood Parks; Passive Recreation					
Regional Parks; Outdoor Spectator Sports, Golf Courses; Athletic Fields; Water Recreational Facilities; Horse Stables; Park Maintenance Facilities					
<i>Agricultural</i>					
Crop Raising and Farming; Aquaculture, Dairies; Horticulture Nurseries and Greenhouses; Animal Raising, Maintaining and Keeping; Commercial Stables					
<i>Residential</i>					
Single Units; Mobile Homes; Senior Housing					
Multiple Units; Mixed-Use Commercial/Residential; Live Work; Group Living Accommodations					
<i>Institutional</i>					
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Places of Worship; Child Care Facilities					
Vocational or Professional Educational Facilities; Higher Education Institution Facilities (Community or Junior Colleges, Colleges, or Universities)					
Cemeteries					
<i>Sales</i>					
Building Supplies/Equipment; Food, Beverage, and Groceries; Pets and Pet Supplies; Sundries, Pharmaceutical, and Convenience Sales; Wearing Apparel and Accessories					
<i>Commercial Services</i>					
Building Services; Business Support; Eating and Drinking; Financial Institutions; Assembly and Entertainment; Radio and Television Studios; Golf Course Support					
Visitor Accommodations					
<i>Offices</i>					
Business and Professional; Government; Medical, Dental, and Health Practitioner; Regional and Corporate Headquarters					
<i>Vehicle and Vehicular Equipment Sales and Services Use</i>					
Commercial or Personal Vehicle Repair and Maintenance; Commercial or Personal Vehicle Sales and Rentals; Vehicle Equipment and Supplies Sales and Rentals; Vehicle Parking					
<i>Wholesale, Distribution, Storage Use Category</i>					
Equipment and Materials Storage Yards; Moving and Storage Facilities; Warehouse; Wholesale Distribution					
<i>Industrial</i>					
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking and Transportation Terminals; Mining and Extractive Industries					
Research and Development					
Notes:					
	Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level.		
		Outdoor Uses	Activities associated with the land use may be carried out.		
	Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number for occupied areas.		
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable.		
	Incompatible	Indoor Uses	New construction should not be undertaken.		
		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.		
SOURCE: City of San Diego 2008.					

b. Municipal Code

Construction Noise

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

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

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

Noise Abatement and Control Ordinance

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

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

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

d. Airport Land Use Compatibility Plan

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

e. Downtown Community Plan

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

4.4.1.2 Existing Noise Environment

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

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

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

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

4.4.2 Significance Determination Thresholds

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

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

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

4.4.3 Issue 1: Noise Abatement and Control Ordinance

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

4.4.3.1 Impacts

a. On-site Generated Noise

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

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

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

b. Construction Noise

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

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

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

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

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

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

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

4.4.3.2 Significance of Impacts

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

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

4.4.3.3 Mitigation, Monitoring, and Reporting

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

4.4.4 Issue 2: Interior Noise

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

4.4.4.1 Impacts

a. Vehicle Noise

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

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

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

b. Other Sources of Transportation Noise

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

4.4.4.2 Significance of Impacts

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

4.4.4.3 Mitigation, Monitoring, and Reporting

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

4.4.5 Issue 3 and 4: Exterior Noise

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

4.4.5.1 Impacts

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

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

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

4.4.5.2 Significance of Impacts

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

4.4.5.3 Mitigation, Monitoring, and Reporting

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

4.4.6 Issue 5: Ambient Noise

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

4.4.6.1 Impacts

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

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

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

4.4.6.2 Significance of Impacts

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

4.4.6.3 Mitigation, Monitoring, and Reporting

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

4.5 Hydrology/Water Quality

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

4.5.1 Existing Conditions

4.5.1.1 Surface and Ground Water

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

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

4.5.1.2 Storm Drain System

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

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

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

4.5.1.3 Flooding

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

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

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

4.5.1.4 Regulatory Updates

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

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

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

b. Regional Water Quality Control Board Permit Updates

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

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

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

c. County of San Diego Regional Hydromodification Requirements

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

d. City Ordinances and Guidelines

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

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

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

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

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

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

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

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

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

4.5.2 Significance Determination Thresholds

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

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

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

4.5.3 Issues 1 and 2: Hydrology

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

4.5.3.1 Impacts

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

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

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

- S-P-1 Coordinate with the City to manage and reduce storm water runoff.
- S-P-2 Utilize permeable paving, bio swales and/or other storm water design features that will manage rain water and irrigation runoff while supporting heavy load vehicles.
- S-P-6 Install infrastructure that includes components to capture, minimize, and prevent pollutants in runoff from reaching the San Diego Bay.
- S-P-8 Encourage neighborhood practices for preventing and removing buildup of trash and pet waste.

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

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

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

4.5.3.2 Significance of Impacts

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

4.5.3.3 Mitigation, Monitoring, and Reporting

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

4.5.4 Issues 3 and 5: Water Quality

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

4.5.4.1 Impacts

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

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

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

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

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

4.5.4.2 Significance of Impacts

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

4.5.4.3 Mitigation, Monitoring, and Reporting

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

4.5.5 Issues 4 and 6: Floodplains

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

4.5.5.1 Impacts

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

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

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

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

4.5.5.2 Significance of Impacts

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

4.5.5.3 Mitigation, Monitoring, and Reporting

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



Chapter 5

Other CEQA-Required Discussions

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

5.1 Growth Inducement

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

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

5.2 Significant and Unavoidable Environmental Effects

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

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

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

5.3 Irreversible Environmental Changes

In accordance with CEQA Guidelines Section 15126.2(c):

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

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

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

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

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

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

5.4 Effects Found Not to be Significant

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

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

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



Chapter 6

Mitigation Monitoring and Reporting Program

6.1 Introduction

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

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

1) In addition, mMeasures from the 2006 PEIR which were required to be implemented subsequent to the ~~upon~~ adoption of the Downtown Community Plan and which have been satisfied have been removed. This applies to the following traffic mitigation measures:

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

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

- Mitigation measure TRF A.1.1-1 has been updated based on the new traffic analysis conducted as part of the Mobility Plan. All mitigation measures contained in the 2006 PEIR and SEIR shall be made conditions of the project as may be further described below in Table 6-1.The environmental analysis resulted in the identification of a mitigation that would reduce potentially significant impacts. In some cases, the mitigation measures would reduce impacts to below a level of significance. For specific transportation-related impacts to intersections described in Chapter 4, the mitigation measures would reduce the impact, but not to below a level of significance.
- It should be noted that Mitigation Measure TRF-A.2.2-1 remains in the MMRP and has been renumbered as TRF A.2.1-1. This measure requires a collaborative effort by the Caltrans, City of San Diego, and Civic San Diego (formerly CCDC) to conduct a traffic study prior to the removal of the Cedar Street off-ramp from I-5. The Cedar Street Off-Ramp Assessment Study was completed in 2009; however, the 2009 study did not consist of the full analysis required by Caltrans. Therefore, this measure is still required prior to removal of the ramp as originally worded.

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

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

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

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

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

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

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

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>Mitigation Measure HIST-A.1-2: If the potential exists for direct and/or indirect impacts to retained or relocated designated and/or potential historical resources (“historical resources”), the following measures shall be implemented in coordination with a Development Services Department designee and/or City Staff to the HRB (“City Staff”) in accordance with Chapter 14, Article 3, Division 2, Historical Resources Regulations of the LDC.</p> <p>I. Prior to Permit Issuance</p> <p>A. Construction Plan Check</p> <p>1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit Building Permits, but prior to the first Preconstruction (Precon) Meeting, whichever is applicable, City Staff shall verify that the requirements for historical monitoring during demolition and/or stabilization have been noted on the appropriate construction documents.</p> <p>(a) Stabilization work can-not begin until a Precon Meeting has been held at least one week prior to issuance of appropriate permits.</p> <p>(b) Physical description, including the year and type of historical resource, and extent of stabilization shall be noted on the plans.</p> <p>B. Submittal of Treatment Plan for Retained Historical Resources</p> <p>1. Prior to NTP for any construction permits, including but not limited to, the first Grading Permit and Building Permits, but prior to the first Precon Meeting, whichever is applicable, the Applicant shall submit a Treatment Plan to City Staff for review and approval in accordance in accordance with the Secretary of the Interior’s Standards for the Treatment of Historic Properties (1995) and the associated Guidelines. The Treatment Plan shall include measures for protecting any historical resources, as defined in the LDC, during construction related activities (e.g., removal of non-historic features, demolition of adjacent structures, subsurface structural support, etc.). The Treatment Plan shall be shown as notes on all construction documents (i.e., Grading and/or Building Plans).</p>			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>C. Letters of Qualification have been submitted to City Staff</p> <ol style="list-style-type: none"> 1. The applicant shall submit a letter of verification to City Staff identifying the Principal Investigator (PI) for the project and the names of all persons involved in this MMRP (i.e., Architectural Historian, Historic Architect and/or Historian), as defined in the City of San Diego HRG. 2. City Staff will provide a letter to the applicant confirming that the qualifications of the PI and all persons involved in the historical monitoring of the project meet the qualification standards established by the HRG. 3. Prior to the start of work, the applicant must obtain approval from City Staff for any personnel changes associated with the monitoring program. <p>II. Prior to Start of Construction</p> <p>A. Documentation Program (DP)</p> <ol style="list-style-type: none"> 1. Prior to the first Precon Meeting and/or issuance of any construction permit, the DP shall be submitted to City Staff for review and approval and shall include the following: <ol style="list-style-type: none"> (a) Photo Documentation <ol style="list-style-type: none"> (1) Documentation shall include professional quality photo documentation of the historical resource(s) prior to any construction that may cause direct and/or indirect impacts to the resource(s) with 35mm black and white photographs, 4x6 standard format, taken of all four elevations and close-ups of select architectural elements, such as, but not limited to, roof/wall junctions, window treatments, and decorative hardware. Photographs shall be of archival quality and easily reproducible. (2) Xerox copies or CD of the photographs shall be submitted for archival storage with the City of San Diego HRB and the Civic San Diego Project file. One set of original photographs and negatives shall be submitted for archival storage with the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other relative historical society or group(s). 			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>(b) Required drawings</p> <p>(1) Measured drawings of the building's exterior elevations depicting existing conditions or other relevant features shall be produced from recorded, accurate measurements. If portions of the building are not accessible for measurement, or cannot be reproduced from historic sources, they should not be drawn, but clearly labeled as not accessible. Drawings produced in ink on translucent material or archivally stable material (blue-line drawings) are acceptable). Standard drawing sizes are 19 by 24 inches or 24 by 36 inches, standard scale is 1/4 inch = 1 foot.</p> <p>(2) One set of measured drawings shall be submitted for archival storage with the City of San Diego HRB, the Civic San Diego Project file, the South Coastal Information Center, the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other historical society or group(s).</p> <p>2. Prior to the first Precon Meeting, City Staff shall verify that the DP has been approved.</p> <p>B. PI Shall Attend Precon Meetings</p> <p>1. Prior to beginning any work that may impact any historical resource(s) which is/are subject to this MMRP, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Historical Monitor(s), Building Inspector (BI), if appropriate, and City Staff. The qualified Historian and/or Architectural Historian shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Historical Monitoring program with the Construction Manager and/or Grading Contractor.</p> <p>(a) If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with City Staff, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.</p> <p>2. Historical Monitoring Plan</p> <p>(a) Prior to the start of any work that is subject to an Historical Monitoring Plan,</p>			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>the PI shall submit an Historical Monitoring Plan which describes how the monitoring would be accomplished for approval by City Staff. The Historical Monitoring Plan shall include an Historical Monitoring Exhibit (HME) based on the appropriate construction documents (reduced to 11x17 inches) to City Staff identifying the areas to be monitored including the delineation of grading/excavation limits.</p> <p>(b) Prior to the start of any work, the PI shall also submit a construction schedule to City Staff through the RE indicating when and where monitoring will occur.</p> <p>(c) The PI may submit a detailed letter to City Staff prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as underpinning, shoring and/or extensive excavation which could result in impacts to, and/or reduce impacts to the on-site or adjacent historical resource.</p> <p>C. Implementation of Approved Treatment Plan for Historical Resources</p> <ol style="list-style-type: none"> 1. Implementation of the approved Treatment Plan for the protection of historical resources within the project site may not begin prior to the completion of the Documentation Program as defined above. 2. The qualified Historical Monitor(s) shall attend weekly jobsite meetings and be on-site daily during the stabilization phase for any retained or adjacent historical resource to photo document the Treatment Plan process. 3. The qualified Historical Monitor(s) shall document activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day and last day (Notification of Monitoring Completion) of the Treatment Plan process and in the case of ANY unanticipated incidents. The RE shall forward copies to City Staff. 4. Prior to the start of any construction related activities, the applicant shall provide verification to City Staff that all historical resources on-site have been adequately stabilized in accordance with the approved Treatment Plan. This may include a site visit with City Staff, the CM, RE or BI, but may also be accomplished through submittal of the draft Treatment Plan photo documentation report. 			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>5. City Staff will provide written verification to the RE or BI after the site visit or upon approval of draft Treatment Plan report indicating that construction related activities can proceed.</p> <p>III. During Construction</p> <p>A. Qualified Historical Monitor(s) Shall be Present During Grading/Excavation/Trenching</p> <ol style="list-style-type: none"> 1. The Qualified Historical Monitor(s) shall be present full-time during grading/excavation/trenching activities which could result in impacts to historical resources as identified on the HME. The Construction Manager is responsible for notifying the RE, PI, and City Staff of changes to any construction activities. 2. The Qualified Historical Monitor(s) shall document field activity via the CSV. The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY incidents involving the historical resource. The RE shall forward copies to City Staff. 3. The PI may submit a detailed letter to City Staff during construction requesting a modification to the monitoring program when a field condition arises which could effect the historical resource being retained on-site or adjacent to the construction site. <p>B. Notification Process</p> <ol style="list-style-type: none"> 1. In the event of damage to a historical resource retained on-site or adjacent to the project site, the Qualified Historical Monitor(s) shall direct the contractor to temporarily divert construction activities in the area of historical resource and immediately notify the RE or BI, as appropriate, and the PI (unless Monitor is the PI). 2. The PI shall immediately notify City Staff by phone of the incident, and shall also submit written documentation to City Staff within 24 hours by fax or email with photos of the resource in context, if possible. 			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>C. Determination/Evaluation of Impacts to a Historical Resource</p> <ol style="list-style-type: none"> 1. The PI shall evaluate the incident relative to the historical resource. <ol style="list-style-type: none"> (a) The PI shall immediately notify City Staff by phone to discuss the incident and shall also submit a letter to City Staff indicating whether additional mitigation is required. (b) If impacts to the historical resource are significant, the PI shall submit a proposal for City Staff review and written approval in accordance with Chapter 14, Article 3, Division 2, Historical Resources Regulations of the LDC and the Secretary of the Interior’s Standards for the Treatment of Historic Properties (1995) and the associated Guidelines. Direct and/or indirect impacts to historical resources from construction activities must be mitigated before work will be allowed to resume. (c) If impacts to the historical resource are not considered significant, the PI shall submit a letter to City Staff indicating that the incident will be documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required. <p>IV. Night Work</p> <p>A. If night and/or weekend work is included in the contract</p> <ol style="list-style-type: none"> 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon Meeting. 2. The following procedures shall be followed. <ol style="list-style-type: none"> (a) No Impacts/Incidents In the event that no historical resources were impacted during night and/or weekend work, the PI shall record the information on the CSVr and submit to City Staff via fax by 8 a.m. of the next business day. (b) Potentially Significant Impacts If the PI determines that a potentially significant impact has occurred to a historical resource, the procedures detailed under Section III - During 			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>Construction shall be followed.</p> <p>(c) The PI shall immediately contact City Staff, or by 8 a.m. of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.</p> <p>B. If night and/or weekend work becomes necessary during the course of construction:</p> <ol style="list-style-type: none"> 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify City Staff immediately. <p>C. All other procedures described above shall apply, as appropriate.</p> <p>V. Post Construction</p> <p>A. Submittal of Draft Monitoring Report</p> <ol style="list-style-type: none"> 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (HRG) and Appendices which describes the results, analysis, and conclusions of all phases of the Historical Monitoring Plan (with appropriate graphics) to City Staff for review and approval within 90 days following the completion of monitoring. <ul style="list-style-type: none"> (a) The preconstruction Treatment Plan and Documentation Plan (photos and measured drawings) and Historical Commemorative Program, if applicable, shall be included and/or incorporated into the Draft Monitoring Report. (b) The PI shall be responsible for updating (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any existing site forms to document the partial and/or complete demolition of the resource. Updated forms shall be submitted to the South Coastal Information Center with the Final Monitoring Report. 2. City Staff shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to City Staff for approval. 			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<ol style="list-style-type: none"> 4. City Staff shall provide written verification to the PI of the approved report. 5. City Staff shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. <p>B. Final Monitoring Report(s)</p> <ol style="list-style-type: none"> 1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to City Staff (even if negative), within 90 days after notification from City Staff that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from City Staff. 			
	<p>Mitigation Measure HIST-A.1-3: If a designated or potential historical resource (“historical resource”) as defined in the LDC would be demolished, the following measure shall be implemented in accordance with Chapter 14, Article 3, Division 2, Historical Resources Regulations of the LDC.</p> <p>I. Prior to Issuance of a Demolition Permit</p> <p>A. A DP shall be submitted to City Staff to the HRB (“City Staff”) for review and approval and shall include the following:</p> <ol style="list-style-type: none"> 1. Photo Documentation <ol style="list-style-type: none"> (a) Documentation shall include professional quality photo documentation of the structure prior to demolition with 35 millimeter black and white photographs, 4x6 inch standard format, taken of all four elevations and close-ups of select architectural elements, such as, but not limited to, roof/wall junctions, window treatments, decorative hardware. Photographs shall be of archival quality and easily reproducible. (b) Xerox copies or CD of the photographs shall be submitted for archival storage with the City of San Diego HRB and the Civic San Diego Project file. One set of original photographs and negatives shall be submitted for archival storage with the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other relative historical society or group(s). 			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>2. Required drawings</p> <p>(a) Measured drawings of the building's exterior elevations depicting existing conditions or other relevant features shall be produced from recorded, accurate measurements. If portions of the building are not accessible for measurement, or cannot be reproduced from historic sources, they should not be drawn, but clearly labeled as not accessible. Drawings produced in ink on translucent material or archivally stable material (blue-line drawings are acceptable). Standard drawing sizes are 19 by 24 inches or 24 by 36 inches, standard scale is 1/4 inch = 1 foot.</p> <p>(b) One set of measured drawings shall be submitted for archival storage with the City of San Diego HRB, the Civic San Diego Project file, the South Coastal Information Center, the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other historical society or group(s).</p> <p>B. Prior to the first Precon Meeting City Staff shall verify that the DP has been approved.</p> <p>C. In addition to the Documentation Program, the Applicant shall comply with any other conditions contained in the Site Development Permit pursuant to Chapter 14, Article 3, Division 2, Historical Resources Regulations of the LDC.</p>			
Impact HIST-B.1	Development in Downtown could impact significant buried archaeological resources. (Direct and Cumulative)			
	Mitigation Measure HIST-B.1-1: If the potential exists for direct and/or indirect impacts to significant buried archaeological resources, the following measures shall be implemented in coordination with a Development Services Department designee and/or City Staff to the HRB ("City Staff") in accordance with Chapter 14, Article 3, Division 2, Historical Resources Regulations of the LDC. Prior to issuance of any permit that could directly affect an archaeological resource, City Staff shall assure that all elements of the MMRP are performed in accordance with all applicable City regulations and guidelines by an Archaeologist meeting the qualifications specified in Appendix B of the San Diego LDC, Historical Resources Guidelines. City Staff shall also require that the following steps be taken to determine: (1) the presence of archaeological resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include residential and commercial properties, privies, trash pits, building foundations, and industrial features	Prior to Demolition or Grading Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	City Staff

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with pre-historic Native American activities. Archeological resources which also meet the definition of historical resources or unique archaeological resources under CEQA or the SDMC shall be treated in accordance with the following evaluation procedures and applicable mitigation program:</p> <p>Step 1–Initial Evaluation</p> <p>An initial evaluation for the potential of significant subsurface archaeological resources shall be prepared to the satisfaction of City Staff as part of an Environmental Secondary Study for any activity which involves excavation or building demolition. The initial evaluation shall be guided by an appropriate level research design in accordance with the City’s LDC, Historical Resources Guidelines. The person completing the initial review shall meet the qualification requirements as set forth in the Historical Resources Guidelines and shall be approved by City Staff. The initial evaluation shall consist , at a minimum, of a review of the following historical sources: The 1876 Bird’s Eye View of San Diego, all Sanborn Fire Insurance Company maps, appropriate City directories and maps that identify historical properties or archaeological sites, and a records search at the South Coastal Information Center for archaeological resources located within the property boundaries. Historical and existing land uses shall also be reviewed to assess the potential presence of significant prehistoric and historic archaeological resources. The person completing the initial review shall also consult with and consider input from local individuals and groups with expertise in the historical resources of the San Diego area. These experts may include the University of California, San Diego State University, San Diego Museum of Man, Save Our Heritage Organization, local historical and archaeological groups, the Native American Heritage Commission (NAHC), designated community planning groups, and other individuals or groups that may have specific knowledge of the area. Consultation with these or other individuals and groups shall occur as early as possible in the evaluation process.</p> <p>When the initial evaluation indicates that important archaeological sites may be present on a project site but their presence cannot be confirmed prior to construction or demolition due to obstructions or spatially limited testing and data recovery, the applicant shall prepare and implement an archaeological monitoring program as a condition of development approval to the satisfaction of City Staff. If the NAHC Sacred Lands File search is positive for Native American resources within the project site, then additional evaluation must include participation of a local Native American consultant in accordance with CEQA Sections 15064.5(d), 15126.4(b)(3) and Public Resources Code Section 21083.2.</p>			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>No further action is required if the initial evaluation demonstrates there is no potential for subsurface resources. The results of this research shall be summarized in the Secondary Study.</p> <p>Step 2–Testing</p> <p>A testing program is required if the initial evaluation demonstrates that there is a potential for subsurface resources. The testing program shall be conducted during the hazardous materials remediation or following the removal of any structure or surface covering which may be underlain by potential resources. The removal of these structures shall be conducted in a manner which minimizes disturbance of underlying soil. This shall entail a separate phase of investigations from any mitigation monitoring during construction.</p> <p>The testing program shall be performed by a qualified Historical Archaeologist meeting the qualifications specified in Appendix B of the San Diego LDC, HRG. The Historical Archaeologist must be approved by City Staff prior to commencement. Before commencing the testing, a treatment plan shall be submitted for City Staff approval that reviews the initial evaluation results and includes a research design. The research design shall be prepared in accordance with the City’s HRG and include a discussion of field methods, research questions against which discoveries shall be evaluated for significance, collection strategy, laboratory and analytical approaches, and curation arrangements. All tasks shall be in conformity with best practices in the field of historic urban archaeology.</p> <p>A recommended approach for historic urban sites is at a minimum fills and debris along interior lot lines or other areas indicated on Sanborn maps.</p> <p>Security measures such as a locked fence or surveillance shall be taken to prevent looting or vandalism of archaeological resources as soon as demolition is complete or paved surfaces are removed. These measures shall be maintained during archaeological field investigations. It is recommended that exposed features be covered with steel plates or fill dirt when not being investigated.</p> <p>The results of the testing phase shall be submitted in writing to City Staff and shall include the research design, testing results, significance evaluation, and recommendations for further treatment. Final determination of significance shall be made in consultation with City Staff , and with the Native American community, if the finds are prehistoric. If no significant resources are found and site conditions are such that there is no potential for further discoveries, then no further action is required. If no significant resources are found but results of the initial evaluation and testing phase indicates there is still a potential for resources to be</p>			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>present in portions of the property that could not be tested, then mitigation monitoring is required and shall be conducted in accordance with the provisions set forth in Step 4 - Monitoring. If significant resources are discovered during the testing program, then data recovery in accordance with Step 3 shall be undertaken prior to construction. If the existence or probable likelihood of Native American human remains or associated grave goods area discovered through the testing program, the Qualified Archaeologist shall stop work in the area, notify the City Building Inspector, City staff, and immediately implement the procedures set forth in CEQA Guidelines Section 15064.5 and the California PRC Section 5097.98 for discovery of human remains. This procedure is further detailed in the Mitigation, Monitoring and Reporting Program (Step 4). City Staff must concur with evaluation results before the next steps can proceed.</p> <p>Step 3–Data Recovery</p> <p>For any site determined to be significant, a Research Design and Data Recovery Program shall be prepared in accordance with the City’s Historical Resources Guidelines, approved by City Staff, and carried out to mitigate impacts before any activity is conducted which could potentially disturb significant resources. The archaeologist shall notify City Staff of the date upon which data recovery will commence ten (10) working days in advance.</p> <p>All cultural materials collected shall be cleaned, catalogued and permanently curated with an appropriate institution. Native American burial resources shall be treated in the manner agreed to by the Native American representative or be reinterred on the site in an area not subject to further disturbance in accordance with CEQA section 15164.5 and the Public Resources Code section 5097.98. All artifacts shall be analyzed to identify function and chronology as they relate to the history of the area. Faunal material shall be identified as to species and specialty studies shall be completed, as appropriate. All newly discovered archaeological sites shall be recorded with the South Coastal Information Center at San Diego State University. Any human bones and associated grave goods of Native American origin encountered during Step 2-Testing, shall, upon consultation, be turned over to the appropriate Native American representative(s) for treatment in accordance with state regulations as further outlined under Step 4-Monitoring (Section IV. Discovery of Human Remains).</p> <p>A draft Data Recovery Report shall be submitted to City Staff within twelve months of the commencement of the data recovery. Data Recovery Reports shall describe the research design or questions, historic context of the finds, field results, analysis of artifacts, and conclusions. Appropriate figures, maps and tables shall accompany the text. The report shall also include a</p>			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>catalogue of all finds and a description of curation arrangements at an approved facility, and a general statement indicating the disposition of any human remains encountered during the data recovery effort (please note that the location of reinternment and/or repatriation is confidential and not subject to public disclosure in accordance with state law). Finalization of draft reports shall be subject to City Staff review.</p> <p>Step 4 – Monitoring</p> <p>If no significant resources are encountered, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required and shall be conducted in accordance with the following provisions and components:</p> <p>I. Prior to Permit Issuance</p> <p>A. Construction Plan Check</p> <ol style="list-style-type: none"> 1. Prior to NTP for any construction permits, including but not limited to, the first Grading Permit, Demolition Permits and Building Permits, but prior to the first Precon Meeting, whichever is applicable, City Staff shall verify that the requirements for Archaeological Monitoring and Native American monitoring, where the project may impact Native American resources, have been noted on the appropriate construction documents. <p>B. Letters of Qualification have been submitted to City Staff</p> <ol style="list-style-type: none"> 1. The applicant shall submit a letter of verification to City Staff identifying the PI for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego HRG. If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour Hazardous Waste Operations and Emergency Response training with certification documentation. 2. City Staff will provide a letter to the applicant confirming that the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG. 3. Prior to the start of work, the applicant must obtain written approval from City Staff for any personnel changes associated with the monitoring program. 			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>II. Prior to Start of Construction</p> <p>A. Verification of Records Search</p> <ol style="list-style-type: none"> 1. The PI shall provide verification to City Staff that a site-specific records search (1/4 mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. 3. The PI may submit a detailed letter to City Staff requesting a reduction to the 1/4 mile radius. <p>B. PI Shall Attend Precon Meetings</p> <ol style="list-style-type: none"> 1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), CM and/or Grading Contractor, RE, the Native American representative(s) (where Native American resources may be impacted), BI, if appropriate, and City Staff. The qualified Archaeologist and the Native American consultant/monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor. <ol style="list-style-type: none"> (a) If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with City Staff, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring. 2. Archaeological Monitoring Plan (AMP) <ol style="list-style-type: none"> (a) Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Plan (with verification that the AMP has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) which describes how the monitoring would be accomplished for approval by City Staff and the Native American monitor. The AMP shall include an Archaeological Monitoring 			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>Exhibit (AME) based on the appropriate construction documents (reduced to 11 by 17 inches) to City Staff identifying the areas to be monitored including the delineation of grading/excavation limits.</p> <p>(b) The AME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).</p> <p>(c) Prior to the start of any work, the PI shall also submit a construction schedule to City Staff through the RE indicating when and where monitoring will occur.</p> <p>(d) The PI may submit a detailed letter to City Staff prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.</p> <p>III. During Construction</p> <p>A. Monitor(s) Shall be Present During Grading/Excavation/Trenching</p> <ol style="list-style-type: none"> 1. The Archaeological monitor shall be present full-time during all soil disturbing and grading/excavation /trenching activities which could result in impacts to archaeological resources as identified on the AME. The Construction Manager is responsible for notifying the RE, PI, and City Staff of changes to any construction activities. 2. The Native American consultant/monitor shall determine the extent of their presence during soil disturbing and grading/excavation/trenching activities based on the AME, and provide that information to the PI and City Staff. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Processes detailed in Sections III.B-C, and IVA-D shall commence. 3. The archeological and Native American consultant/monitor shall document field activity via the CSV. The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to City Staff. 			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>4. The PI may submit a detailed letter to City Staff during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.</p> <p>B. Discovery Notification Process</p> <ol style="list-style-type: none"> 1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify City Staff by phone of the discovery, and shall also submit written documentation to City Staff within 24 hours by fax or email with photos of the resource in context, if possible. 4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered. <p>C. Determination of Significance</p> <ol style="list-style-type: none"> 1. The PI and Native American consultant/monitor, where Native American resources are discovered, shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below. <ol style="list-style-type: none"> (a) The PI shall immediately notify City Staff by phone to discuss significance determination and shall also submit a letter to City Staff indicating whether additional mitigation is required. (b) If the resource is significant, the PI shall submit an Archaeological Data Recovery Program which has been reviewed by the Native American consultant/monitor when applicable, and obtain written approval from City Staff and the Native American representative(s), if applicable. Impacts to 			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.</p> <p>(c) If the resource is not significant, the PI shall submit a letter to City Staff indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.</p> <p>IV. Discovery of Human Remains</p> <p>If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:</p> <p>A. Notification</p> <ol style="list-style-type: none"> 1. Archaeological Monitor shall notify the RE or BI as appropriate, City Staff, and the PI, if the Monitor is not qualified as a PI. City Staff will notify the appropriate Senior Planner in the Environmental Analysis Section of the Development Services Department to assist with the discovery process. 2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone. <p>B. Isolate discovery site</p> <ol style="list-style-type: none"> 1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains. 2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance. 3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin. 			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>C. If Human Remains are determined to be Native American</p> <ol style="list-style-type: none"> 1. The Medical Examiner will notify the NAHC within 24 hours. By law, ONLY the Medical Examiner can make this call. 2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information. 3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e) and the California Public Resources and Health & Safety Codes. 4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods. 5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and if: <ol style="list-style-type: none"> (a) The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR; (b) The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, THEN, (c) In order to protect these sites, the Landowner shall do one or more of the following: <ol style="list-style-type: none"> (1) Record the site with the NAHC; (2) Record an open space or conservation easement on the site; (3) Record a document with the County. 6. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing 			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.</p> <p>D. If Human Remains are not Native American</p> <ol style="list-style-type: none"> 1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial. 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98). 3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with City Staff, the applicant/landowner and the San Diego Museum of Man. <p>V. Night and/or Weekend Work</p> <p>A. If night and/or work is included in the contract</p> <ol style="list-style-type: none"> 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon Meeting. 2. The following procedures shall be followed. <ol style="list-style-type: none"> (a) No Discoveries <p>In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVR and submit to City Staff via fax by 8 am of the next business day.</p> (b) Discoveries <p>All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.</p> 			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>(c) Potentially Significant Discoveries</p> <p>If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed.</p> <p>(d) The PI shall immediately contact City Staff, or by 8 am of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.</p> <p>B. If night and/or weekend work becomes necessary during the course of construction</p> <ol style="list-style-type: none"> 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify City Staff immediately. <p>C. All other procedures described above shall apply, as appropriate.</p> <p>VI. Post Construction</p> <p>A. Submittal of Draft Monitoring Report</p> <ol style="list-style-type: none"> 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) prepared in accordance with the HRG and Appendices which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to City Staff, for review and approval within 90 days following the completion of monitoring, <ol style="list-style-type: none"> (a) For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report. (b) Recording sites with State of California Department of Parks and Recreation <p>The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City’s Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.</p> 			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<ol style="list-style-type: none"> 2. City Staff shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to City Staff for approval. 4. City Staff shall provide written verification to the PI of the approved report. 5. City Staff shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. <p>B. Handling of Artifacts and Submittal of Collections Management Plan, if applicable</p> <ol style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued. 2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. 3. The PI shall submit a Collections Management Plan to City Staff for review and approval for any project which results in a substantial collection of historical artifacts. <p>C. Curation of artifacts: Accession Agreement and Acceptance Verification</p> <ol style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with City Staff and the Native American representative, as applicable. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and City Staff. 3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance in accordance with section IV – Discovery of Human Remains, subsection 5.(d). 			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>D. Final Monitoring Report(s)</p> <ol style="list-style-type: none"> 1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to City Staff (even if negative), within 90 days after notification from City Staff that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from—City Staff which includes the Acceptance Verification from the curation institution. 			
LAND USE (LND)				
Impact LU-B.1	Noise generated by major ballpark events could cause interior noise levels in noise-sensitive uses (e.g. residential and hotels) within four blocks of the ballpark to exceed the 45 dB(A) limit mandated by Title 24 of the California Code. (Direct)			
	Implementation of the noise attenuation measures required by Mitigation Measure NOI-B.2-1 would reduce interior noise levels to 45 dB (A) CNEL and reduce potential impacts to below a level of significance.	<p>Prior to Building Permit (Design)</p> <p>Prior to Certificate of Occupancy (Implementation)</p>	Developer	Civic San Diego/City
Impact LU-B.2	Noise generated by I-5 and highly traveled grid streets could cause noise levels in noise-sensitive uses not governed by Title 24 to exceed 45 dB(A). (Direct)			
	Mitigation Measures NOI-B.1-1 and NOI-C.1.1, as described below.	<p>Prior to Building Permit (Design)</p> <p>Prior to Certificate of Occupancy (Implementation)</p>	Developer	Civic San Diego/City

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
Impact LU-B.3	Noise levels in Downtown areas within the 65 CNEL contour of SDIA could exceed 45 dB(A) for noise sensitive uses not covered by Title 24. (Direct)			
	Mitigation Measures NOI-B.1-1, as described below.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	Civic San Diego/City
Impact LU-B.4	Noise generated by train horns, engines and wheels as well as bells at crossing gates would significantly disrupt sleep of residents along the railroad tracks. (Direct)			
	Mitigation Measure LU-B.4-1: Prior to approval of a Building Permit which would expose habitable rooms to disruptive railroad noise, an acoustical analysis shall be performed. The analysis shall determine the expected exterior and interior noise levels related to railroad activity. As feasible, noise attenuation measures shall be identified which would reduce noise levels to 45 dB(A) CNEL or less in habitable rooms. Recommended measures shall be incorporated into building plans before approval of a Building Permit.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	City
Impact LU-B.5	Ballpark lighting would interrupt sleep in residences and hotels within two blocks of the ballpark. (Direct)			
	Mitigation Measure LU-B.5.1: Prior to approval of a Building Permit which would result in a light sensitive use within a two-block radius of Petco Park, the applicant shall provide a lighting study that demonstrates to the satisfaction of Civic San Diego that habitable rooms would be equipped with light attenuation measures which would allow occupants to reduce night-time light levels to 2.0 foot-candles or less.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	Civic San Diego/City

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
NOISE (NOI)				
Impact NOI-B.1	Noise generated by I-5 and highly traveled grid streets could cause interior noise levels in noise-sensitive uses (exclusive of residential and hotel uses) to exceed 45 dB(A). (Direct)			
	Mitigation Measure NOI-B.1-1: Prior to approval of a Building Permit for any residential, hospital, or hotel within 475 feet of the centerline of Interstate 5 or adjacent to a roadway carrying more than 7,000 ADT, an acoustical analysis shall be performed to confirm that architectural or other design features are included which would assure that noise levels within habitable rooms would not exceed 45 dB(A) CNEL.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	Civic San Diego/City
Impact NOI-B.2	Noise generated by major ballpark events could cause interior noise levels in noise-sensitive uses (e.g. residential and hotels) within four blocks of the ballpark to exceed the 45 dB(A) limit mandated by Title 24 of the California Code. (Direct)			
	Mitigation Measure NOI-B.2-1: Prior to approval of a Building Permit for any noise-sensitive land uses within four blocks of Petco Park, an acoustical analysis shall be performed. The analysis shall confirm that architectural or other design features are included in the design which would assure that noise levels within habitable rooms would not exceed 45 dB(A) CNEL.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	City
Impact NOI-C.1	Exterior required outdoor open space in residential could experience traffic noise levels in excess of 65 dB(A) CNEL. (Direct)			
	Mitigation Measure NOI-C.1-1: Prior to approval of a Development Permit for any residential development within 475 feet of the centerline of Interstate 5 or adjacent to a roadway carrying more than 7,000 ADT, an acoustical analysis shall be performed to determine if any required outdoor open space areas would be exposed to noise levels in excess of 65 dB(A) CNEL. Provided noise attenuation would not interfere with the primary purpose or design intent of the exterior use, measures shall be included in building plan, to the extent feasible.	Prior to Development Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	City

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
Impact NOI-D.1	Recreation areas within public parks and plazas may experience traffic noise levels in excess 65 dB(A) CNEL. (Direct)			
	Mitigation Measure NOI-D.1-1: Prior to approval of a Development Permit for any public park or plaza within 475 feet of the centerline of Interstate 5 or adjacent to a roadway carrying more than 7,000 ADT, an acoustical analysis shall be performed to determine if any recreation areas would be exposed to noise levels in excess of 65 dB(A) CNEL. Provided noise attenuation would not interfere with the intended recreational use or park design intent, measures shall be included, to the extent feasible.	Prior to Development Permit (Design) Prior to Certificate of Occupancy (Implementation)	Civic San Diego/ Developer	City
PALEONTOLOGICAL RESOURCES (PAL)				
Impact PAL-A.1	Excavation in geologic formations with a moderate to high potential for paleontological resources could have an significant impact on these resources, if present. (Direct)			
	<p>Mitigation Measure PAL-A.1-1: In the event the Secondary Study indicates the potential for significant paleontological resources, the following measures shall be implemented as determined appropriate by Civic San Diego.</p> <p>I. Prior to Permit Issuance</p> <p>A. Construction Plan Check</p> <ol style="list-style-type: none"> 1. Prior to NTP for any construction permits, including but not limited to, the first Grading Permit, Demolition Permits and Building Permits, but prior to the first preconstruction meeting, whichever is applicable, Centre City Development Corporation Civic San Diego shall verify that the requirements for paleontological monitoring have been noted on the appropriate construction documents. <p>B. Letters of Qualification have been submitted to Civic San Diego</p> <ol style="list-style-type: none"> 1. The applicant shall submit a letter of verification to Civic San Diego identifying the PI for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines. 2. Civic San Diego will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project. 3. Prior to the start of work, the applicant shall obtain approval from Civic San Diego for any personnel changes associated with the monitoring program. 			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>II. Prior to Start of Construction</p> <p>A. Verification of Records Search</p> <ol style="list-style-type: none"> 1. The PI shall provide verification to Civic San Diego that a site-specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. <p>B. PI Shall Attend Precon Meetings</p> <ol style="list-style-type: none"> 1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, CM and/or Grading Contractor, RE, BI, if appropriate, and Civic San Diego. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the paleontological monitoring program with the Construction Manager and/or Grading Contractor. <ol style="list-style-type: none"> a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with Civic San Diego, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring. 2. Identify Areas to be Monitored <ol style="list-style-type: none"> a. Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11 by 17 inches) to Civic San Diego identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation). 3. When Monitoring Will Occur <ol style="list-style-type: none"> a. Prior to the start of any work, the PI shall also submit a construction schedule 			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>to Civic San Diego through the RE indicating when and where monitoring will occur.</p> <p>b. The PI may submit a detailed letter to Civic San Diego prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.</p> <p>III. During Construction</p> <p>A. Monitor Shall be Present During Grading/Excavation/Trenching</p> <ol style="list-style-type: none"> 1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and Civic San Diego of changes to any construction activities. 2. The monitor shall document field activity via the CSV. The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of any discoveries. The RE shall forward copies to Civic San Diego. 3. The PI may submit a detailed letter to Civic San Diego during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present. <p>B. Discovery Notification Process</p> <ol style="list-style-type: none"> 1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate. 			

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Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.</p> <p>3. The PI shall immediately notify Civic San Diego by phone of the discovery, and shall also submit written documentation to Civic San Diego within 24 hours by fax or email with photos of the resource in context, if possible.</p> <p>C. Determination of Significance</p> <p>1. The PI shall evaluate the significance of the resource.</p> <p>a. The PI shall immediately notify Civic San Diego by phone to discuss significance determination and shall also submit a letter to Civic San Diego indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.</p> <p>b. If the resource is significant, the PI shall submit a Paleontological Recovery Program and obtain written approval from Civic San Diego. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.</p> <p>c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to Civic San Diego unless a significant resource is encountered.</p> <p>d. The PI shall submit a letter to Civic San Diego indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.</p> <p>IV. Night Work</p> <p>A. If night work is included in the contract</p> <p>1. When night work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.</p>			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>2. The following procedures shall be followed.</p> <p>a. No Discoveries</p> <p>(1)In the event that no discoveries were encountered during night work, The PI shall record the information on the CSVr and submit to Civic San Diego via fax by 9 a.m. the following morning, if possible.</p> <p>b. Discoveries</p> <p>(1)All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.</p> <p>c. Potentially Significant Discoveries</p> <p>(1)If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.</p> <p>d. The PI shall immediately contact Civic San Diego, or by 8 a.m. the following morning to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.</p> <p>B. If night work becomes necessary during the course of construction</p> <p>1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.</p> <p>2. The RE, or BI, as appropriate, shall notify Civic San Diego immediately.</p> <p>C. All other procedures described above shall apply, as appropriate.</p> <p>V. Post Construction</p> <p>A. Submittal of Draft Monitoring Report</p> <p>1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to Civic San Diego for review and approval within 90 days following the completion of monitoring,</p> <p>a. For significant paleontological resources encountered during monitoring, the</p>			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>Paleontological Recovery Program shall be included in the Draft Monitoring Report.</p> <p>b. Recording Sites with the San Diego Natural History Museum</p> <p>(1) The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.</p> <p>2. Civic San Diego shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.</p> <p>3. The PI shall submit revised Draft Monitoring Report to Civic San Diego for approval.</p> <p>4. Civic San Diego shall provide written verification to the PI of the approved report.</p> <p>5. Civic San Diego shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.</p> <p>B. Handling of Fossil Remains</p> <p>1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.</p> <p>2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate</p> <p>C. Curation of fossil remains: Deed of Gift and Acceptance Verification</p> <p>1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.</p> <p>2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and Civic San Diego.</p>			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>D. Final Monitoring Report(s)</p> <ol style="list-style-type: none"> 1. The PI shall submit two copies of the Final Monitoring Report to Civic San Diego (even if negative), within 90 days after notification from Civic San Diego that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from Civic San Diego which includes the Acceptance Verification from the curation institution. 			
TRAFFIC AND CIRCULATION (TRF)				
Impact TRF-A.1.1	Increased traffic on grid streets from Downtown development would result in unacceptable levels of service on specific roadway intersections and/or segments within downtown. (Direct)			
	<p>Mitigation Measure TRF-A.1.1-1: At five-year intervals, commencing upon adoption of the proposed Downtown Community Plan, Civic San Diego shall conduct a downtown-wide evaluation of the ability of the grid street system to accommodate traffic within Downtown. In addition to identifying roadway intersections or segments which may need immediate attention, the evaluation shall identify roadways which may warrant interim observation prior to the next 5-year evaluation. The need for roadway improvements shall be based upon deterioration to LOS F, policies in the Mobility Plan, and/or other standards established by Civic San Diego, in cooperation with the City Engineer. In completing these studies, the potential improvements identified in Section 6.0 of the traffic study for the <u>Downtown San Diego Mobility Plan</u> and Section 4.2.3.3 of the SEIR will be reviewed to determine whether these or other actions are required to improve traffic flow along affected roadway corridors. <u>Specific improvements from Section 4.2.3.3 include:</u></p> <p><u>Mitigation Measures that Fully Reduces Impact</u></p> <p><u>I-5 northbound off-ramp/Brant Street and Hawthorn Street – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.</u></p> <p><u>Second Avenue and Cedar Street – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.</u></p> <p><u>Fourth Avenue and Beech Street – Convert on-street parking to a travel lane on Fourth Avenue between Cedar Street and Ash Street during the AM peak hour.</u></p>	Every five years	Civic San Diego/City	Civic San Diego/City

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p><u>First Avenue and A Street – Remove on-street parking on the north side of A Street between First and Front avenues as necessary to provide an east bound left turn lane.</u></p> <p><u>17th Street and B Street – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.</u></p> <p><u>16th Street and E Street – Remove on-street parking on the east side of 16th Street south of E Street as necessary to provide a northbound right-turn lane.</u></p> <p><u>Eleventh Avenue and G Street – Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.</u></p> <p><u>Park Boulevard and G Street – Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.</u></p> <p><u>16th Street and Island Avenue – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.</u></p> <p><u>19th Street and J Street – Restripe the northbound left-turn lane into a northbound left-turn and through shared lane.</u></p> <p><u>Logan Avenue and I-5 southbound off-ramp – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.</u></p> <p><u>Mitigation Measures that Partially Reduces Impact</u></p> <p><u>Front Street and Beech Street - Convert on-street parking to a travel lane on Front Street between Cedar Street and Ash Street during the PM peak hour.</u></p> <p><u>15th Street and F Street - Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.</u></p> <p><u>13th Street and G Street - Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.</u></p> <p><u>14th Street and G Street - Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.</u></p> <p><u>16th Street and G Street - Convert on-street parking to a travel lane on G Street between 11th</u></p>			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p><u>Avenue and 17th Street during the PM peak hour.</u></p> <p><u>17th Street and G Street - Signalization and convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.</u></p> <p>Following the completion of each five-year monitoring event, Civic San Diego shall incorporate needed roadway improvements into <u>the City of San Diego’s</u> CIP or identify another implementation strategy.</p> <p>In order to determine if the roadway improvements included in the current five-year CIP, or the equivalent, are sufficient to accommodate developments, a traffic study would be required for large projects. The threshold to be used for determining the need for a traffic study shall reflect the traffic volume threshold used in the Congestion Management Program. The Congestion Management Program stipulates that any activity forecasted to generate 2,400 or more daily trips (200 or more equivalent peak hour trips).</p>			
	<p>Mitigation Measure TRF-A.1.1-2: Prior to approval of any development which would generate a sufficient number of trips to qualify as a large project under the Congestion Management Program (i.e. more than 2,400 daily trips, or 200 trips during a peak hour period), a traffic study shall be completed as part of the Secondary Study process. The traffic study shall be prepared in accordance with City’s Traffic Impact Study Manual. If the traffic study indicates that roadways substantially affected by the project would operate at LOS F with the addition of project traffic, the traffic study shall identify improvements to grid street segments and/or intersections consistent with the <u>Downtown San Diego Mobility Plan</u> which would be required within the next five years to achieve an acceptable LOS or reduce congestion, to the extent feasible. If the needed improvements are already included in <u>the City of San Diego’s</u> Civic San Diego’s CIP, or the equivalent, no further action shall be required. If the any of the required improvements are not included in the CIP, or not expected within five years of project completion, Civic San Diego <u>the City of San Diego</u> shall amend the CIP, within one year of project approval, to include the required improvements and assure that they will be implemented within five years of project completion. At Civic San Diego’s discretion, the developer may be assessed a pro-rated share of the cost of improvements <u>as a condition of project approval</u>.</p>	Prior to Development Permit (Design)	Developer	Civic San Diego/City
Impact TRF-A.1.2	Increased traffic from Downtown development on certain streets surrounding Downtown would result in an unacceptable level of service. (Direct and Cumulative)			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	Implementation of Mitigation Measure TRF-A.1.1-1 would also reduce impacts on surrounding roadways but not necessarily below a level of significance.	Every five years	Civic San Diego/City	Civic San Diego/City
Impact TRF A.2.1				
	a) to address regional transportation needs, but for purposes of this mitigation measure, the Improvements included in the Plan need only be designed to mitigate the impacts created by Downtown development. b) The Plan will set forth a timeline and other agreed upon relevant criteria for implementation of each Improvement. c) The Plan will identify the total estimated costs for each such Improvement, including construction, maintenance and operational costs [the Total Costs], and the responsibility of each Entity for both implementation and funding for such Total Costs. d) The Plan will include the parameters for any fair share or development impact fee programs (or the like) to be implemented, that would require private and/or public developers to contribute to the Total Costs, in a manner that will comply with applicable law. e) In developing the Plan, the Entities shall also consider ways in which the Improvements can be coordinated with existing local and regional transportation and facilities financing plans and programs, in order to avoid duplication of effort and expenditure; however, the existence of such other plans and programs shall not relieve the Entities of their collective obligation to develop and implement the Plan as set forth in this mitigation measure. Nothing in the Plan shall be construed as relieving any Entity (or any other entity) from its independent responsibility (if any) for the planning, funding, construction, maintenance or operation of any transportation improvement. f) Upon adoption of the Plan by the City Council, SANDAG, MTS and Caltrans will also seek endorsement of same through their government structures. g) Civic San Diego shall seek adoption of the Plan at a public hearing before the City Council within one year of the initiation of the multi jurisdictional effort to develop the Plan. Civic San Diego shall report in writing, and at a public hearing before the City Council and SANDAG (if SANDAG agrees to place such a report on its agenda), regarding the progress made to develop the Plan, within six months of the first meeting of the entities. Thereafter,	Upon Plan Adoption	Civic San Diego	Civic San Diego/City

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>Civic San Diego shall report to the City Council at least annually regarding the progress of the Plan, for a period of not less than five years, which may be extended at the request of the City Council.</p> <p>h) The Plan shall also expressly include each Entity's pledge that it will cooperate with Civic San Diego in making the required reports to the Agency, including the presence and participation of a responsible representative of the Entity at all public hearings called for the purpose of reviewing the progress of development and implementation of the Plan.</p> <p>i) The Public Facilities Financing Plans (PFFP) shall be amended to include any projects in the Plan that Civic San Diego and the City Council determine are appropriate for inclusion in the PFFP. The amendment to the PFFP to accommodate such appropriate improvements shall be processed for adoption at the time the Plan is submitted for adoption to the City Council.</p> <p>The failure or refusal of any Entity other than Civic San Diego or the City to cooperate in the implementation of this mitigation measure shall not constitute a failure of Civic San Diego or the City to implement this mitigation measure; however, Civic San Diego and City shall each use its best efforts to obtain the cooperation of all responsible Entities to fully participate, in order to achieve the goals of the mitigation measure.</p> <p>Further, if the City Council or Redevelopment Agency finds that (1) any of the Entities fails or has failed to cooperate in the development or implementation of this Plan, or (2) there is insufficient funding for implementation of the improvements in accord with the Plan, or (3) development Downtown has significantly outpaced the development of infrastructure needed to support the development, the Council/Agency shall thereafter review the status of the Plan and its improvements, to determine whether substantial evidence shows that any of the conditions listed in Public Resources Code section 21166 and Guidelines section 15162 exist, so that additional environmental documentation would be required. In any event, the annual progress report delivered by Civic San Diego pursuant to this mitigation measure shall include an evaluation of whether any of these conditions exist.</p>			

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

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
Impact TRF-A.2.2-1	Elimination of Cedar St. off-ramp would impact other freeway ramps by redirecting traffic to other off ramps serving downtown. (Direct)			
	Mitigation Measure TRF A.2.2-1: Prior to elimination of the Cedar Street off-ramp from I-5, a traffic study shall be done by Civic San Diego in consultation with the City of San Diego and Caltrans to determine the potential effects associated with elimination of the off-ramp and the conversion of Cedar Street from one- to two-way. The report shall also identify roadway modifications that would minimize potential impacts on local surface streets and I-5.	Prior to elimination of Cedar Street off-ramp (Design/Implementation)	Civic San Diego/City	Civic San Diego/City



Chapter 7

References Cited and Individuals and Agencies Consulted/Certification

7.1 References Cited

The following documents were used, referenced, or relied on in preparing this SEIR, and the documents are available for public review and inspection at the City of San Diego. Some documents are additionally available for review on the City of San Diego website page at www.sandiego.gov.

California Air Resources Board (CARB)

2015a Ambient Air Quality Standards. California Air Resources Board. October 1.

2015b California Air Quality Data Statistics. California Air Resources Board Internet Site. <http://www.arb.ca.gov/adam/welcome.html>. Top 4 Summary and Hourly Listing. Accessed October 21, 2015.

California Code of Regulations (CCR)

2010 2010 California Building Code, California Code of Regulations, Title 24, Chapter 12 Interior Environment, Section 1207, Sound Transmission, June.

Federal Emergency Management Agency (FEMA)

2012a Flood Insurance Rate Map, Map Number 06073C1885G. Effective Date: May 16, 2012.

2012b Flood Insurance Rate Map, Map Number 06073C1885G. Effective Date: May 16, 2012.

Federal Highway Administration (FHWA)

- 2006 FHWA Highway Construction Noise Handbook. Prepared by U.S. Department of Transportation Research and Innovative Technology Administration. Prepared for FHWA Office of Natural and Human Environment. FHWA-HEP-06-015. Final Report August 2006.

Federal Register

- 2010 Revisions to the General Conformity Regulations, Final rule, 75 FR 17253, pages 17253 -17279, July 6. Document number EPA-HQ-OAR-2006-0669 FRL-9131-7.

Metropolitan Transit System

- 2011 Regional Transit Routes Map. March. Available at: http://www.sdmts.com/MTS/documents/RTM_March2011.pdf.

Regional Water Quality Control Board (RWQCB)

- 2010 General Construction Permit. Available at: http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml
- 2011 The Water Quality Control Plan for the San Diego Basin (Basin Plan). Available at: http://www.waterboards.ca.gov/sandiego/water_issues/programs/basin_plan/index.shtml
- 2013 Order No. R9-2013-0001, The San Diego Regional MS4 Permit Available at: http://www.swrcb.ca.gov/rwqcb9/water_issues/programs/stormwater/index.shtml
- 2015 2012 California 303(D) List of Water Quality Limited Segments. Available at: http://www.waterboards.ca.gov/water_issues/programs/tmdl/2010state_ir_reports/category5_report.shtml

San Diego Association of Governments (SANDAG)

- 2004 Regional Comprehensive Plan (RCP). July.
- 2011 2050 Regional Transportation Plan. October.
- 2014 Regional Comprehensive Plan Smart Growth Concept Map. October. Available at: http://www.sandag.org/uploads/projectid/projectid_296_13994.pdf.
- 2015 San Diego Forward: The Regional Plan. October.

San Diego, City of

- 2005 City of San Diego Environmental Impact Report Guidelines. Updated December 2005.

- 2006 Final Environmental Impact Report for the Proposed San Diego Downtown Community Plan, Centre City Planned District Ordinance, and 10th Amendment to the Redevelopment Plan for the Centre City Redevelopment Project. City of San Diego's Redevelopment Agency. March. SCH No. 2003041001. Adopted March 14, 2006.
- 2007 First Addendum (11TH Amendment) to the Redevelopment Plan for the Centre City Redevelopment Project, Amendments to the San Diego Downtown Community Plan, Centre City Planned District Ordinance, Marina Planned District Ordinance, and Mitigation, Monitoring and Reporting Program of the Final Environmental Impact Report (FEIR) for the San Diego Downtown Community Plan, Centre City Planned District Ordinance, and Redevelopment Plan for the Centre City Project Area (State Clearinghouse Number 2003041001, revised March 2006).
- 2008 City of San Diego General Plan. Adopted March 10, 2008.
- 2009 Second Addendum to the FEIR for the Proposed San Diego Downtown Community Plan, Centre City Planned District Ordinance, and 10th Amendment to the Redevelopment Plan for the Centre City Redevelopment Project. Residential Emphasis District Amendments to the Centre City Planned District Ordinance. November.
- 2011 Significance Determination Thresholds.
- San Diego, County of
- 1992 1991/1992 Regional Air Quality Strategies. Air Pollution Control District.
- 2009 *Air Quality in San Diego County*. 2008 Annual Report. San Diego Air Pollution Control District.
- 2013 *Air Quality in San Diego County*. 2013 Annual Report. San Diego Air Pollution Control District.
- San Diego County Regional Airport Authority
- 2014 Airport Land Use Compatibility Plan for San Diego International Airport.
- Thalheimer, Erich
- 2000 Construction noise control program and mitigation strategy at the Central Artery/Tunnel Project. Noise Control Engineering Journal, Boston, MA: September/October 2000. Available at [http://www.redmenforever.org/Papers_for_website/CAT%20Noise%20Program,%20NCEJ,%2048\(5\),%20Sep-Oct%202000.pdf](http://www.redmenforever.org/Papers_for_website/CAT%20Noise%20Program,%20NCEJ,%2048(5),%20Sep-Oct%202000.pdf).

7.2 Individuals and Agencies Consulted/Certification

This document has been completed by Civic San Diego and the City of San Diego and is based on independent analysis and determinations made pursuant to the San Diego Land Development Code Section 128.0103. A list of contributing staff members is provided below.

Civic San Diego

Brad Richter, Assistant Vice President
Steven Bossi, Associate Planner

City of San Diego

Myra Herrmann, Senior Planner
Vicki Kalkirtz, Senior Planner
Mark Stephens, Associate Planner

RECON Environmental, Inc.

Alyssa Muto, Senior Project Manager
Lisa Lind, Principal
Stephanie Whitmore, Senior Environmental Analyst
Michael Page, Senior Environmental Analyst
Dawna De Mars, Associate Environmental Analyst
Jennifer Domeier, Associate Environmental Analyst
Greg Kazmer, Associate Environmental Analyst
Nathanial Yerka, Research Assistant
William Maddux, Senior Acoustical, Air Quality and Greenhouse Gas Specialist
Jessica Fleming, Acoustical, Air Quality and Greenhouse Gas Analyst
Chris Nixon, GIS Specialist
Jennifer Gutierrez, Production Specialist
Stacey Higgins, Production Supervisor

Chen Ryan Associates, Inc.

Monique Chen, Project Manager
Stephen Cook, Senior Project Engineer
Phuong Nguyen, Traffic Engineer
Andrew Prescott, Transportation Planner
Sasha Jovanovic, Transportation Planner

APPENDICES

APPENDIX A



**CIVIC SAN DIEGO
PUBLIC NOTICE
OF THE PREPARATION OF A SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT
AND SCOPING MEETING**

Date of Notice: December 2, 2014

PROJECT NAME/No.: Downtown San Diego Mobility Plan
APPLICANT: Civic San Diego
COMMUNITY AREA: Downtown Community Plan Area
COUNCIL DISTRICT: 3

PUBLIC NOTICE: The City of San Diego as the Lead Agency, working with Civic San Diego, has determined that the Downtown San Diego Mobility Plan ("Mobility Plan"), as described below, will require the preparation of a Supplemental Environmental Impact Report (SEIR) in compliance with the California Environmental Quality Act (CEQA). This Notice of Preparation of a SEIR and Scoping Meeting was publicly noticed and distributed on December 2, 2014. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and placed on the Civic San Diego website at www.civicsd.com and the City of San Diego's website at <http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml>

SCOPING MEETING: A public scoping meeting will be held by Civic San Diego on **December 16, 2014**, from 6:00 p.m. to 8:00 p.m. in the Civic San Diego Boardroom located at 401 B Street, Suite 400, San Diego, CA 92101. Verbal and written comments regarding the scope of the Mobility Plan options to be analyzed within the SEIR will be accepted at the meeting.

Written comments may also be sent directly to **Mr. Brad Richter, Asst. Vice President, Planning, Civic San Diego, 401 B Street, Suite 400, San Diego, CA 92101** or via e-mail to **richter@civicsd.com** with the Project Name in the subject line. All comments must be received by Civic San Diego within the 30-day public comment period, commencing on **December 2, 2014**, and concluding on **January 5, 2015**. Responsible agencies are requested to indicate their statutory responsibilities in connection with this Plan when responding. A SEIR incorporating public input will then be prepared and distributed for the public to review and comment.

PROJECT NAME: Downtown San Diego Mobility Plan
APPLICANT: Civic San Diego

PROJECT LOCATION: The Mobility Plan includes the area designated as the Downtown Community Plan Area (“Downtown”), covering approximately 1,516 acres to the south and west of Interstate 5 (I-5) and north and east of San Diego Bay. There is an established grid of roadways within the community that provides for pedestrian and bicycle use within the roadway rights-of-way. The area is connected by public transit, with the Orange, Blue, and Green Metropolitan Transit System (MTS) Trolley lines and hub, as well as a number of MTS buses including the new Bus Rapid Transit (Rapid). Amtrak train service is also provided via the existing railway infrastructure in a north/south direction.

PROJECT DESCRIPTION: The proposed Mobility Plan is a comprehensive update to the Transportation Chapter of the adopted 2006 Downtown Community Plan and would be consistent with the relevant policies from the 2008 City of San Diego General Plan. This planning effort was undertaken to build on the existing community plan policies, and to address the changing priorities and needs of the multi-modal network within the urban setting. The proposed plan is intended to improve connections and access for transit riders, bicyclists, and pedestrians, while maintaining roadway circulation for cars and commercial vehicles and increasing on-street parking where feasible. While existing in the Downtown, the rail facilities, which include the light rail trolley system and heavy rail corridors, are not proposed for modifications as part of this planning effort.

Policies and conceptual design improvements for the existing roadway network and multi-modal circulation within Downtown will be presented in detail within the proposed Mobility Plan. Among the proposed improvements are two-way and one-way auto corridor conversions, designated transit corridors, identification and design of pedestrian promenades and linear parks, and expansion and development of the existing bicycle network for Downtown. The reduction of vehicular lanes within existing streets will be considered for the accommodation of enhanced pedestrian and bicycle facilities as well as for increased parking. Please visit the following website for additional information and figures that provide an illustration of the Mobility Plan options proposed for analysis within the SEIR:

www.downtownsdmobility.com

In addition to the preferred Mobility Plan improvements, optional variations to these alignments are proposed that will be analyzed and considered by the City Council who will have ultimate responsibility for certification of the SEIR and approval of the Mobility Plan. These variations are related to the interconnection between bicycle routes and auto corridors. A figure illustrating the route variations can be found on the website referenced above.

Recommended Finding for CEQA Determination: The Mobility Plan is considered a policy effort expanding upon and updating the information contained within the 2006 Downtown Community Plan. The Downtown Community Plan Program EIR (PEIR) was prepared for, and

certified by, the City Council for this previous effort. It has been determined that the analysis contained with the Final PEIR is directly applicable to the proposed Mobility Plan; therefore, a review has been conducted to determine the appropriate documentation, or if no further documentation is required, under CEQA (Public Resources Code Section 21166; CEQA Guidelines Sections 15162 and 15163).

Following review of the Downtown Community Plan Final PEIR, it was determined that the proposed project (Mobility Plan) involved new information of substantial importance and could have one or more significant effects not discussed in the previous PEIR; that significant effects previously examined could be substantially more severe than shown in the previous PEIR; and the mitigation measures and Mobility Plan would be considerably different from those analyzed in the previous PEIR (Section 15162(a)(3)). However, it was determined that due to the focused scope of the policy and network improvements proposed, only minor additions would be necessary to make the previous PEIR adequate, and therefore, a Supplemental EIR is the appropriate document for this Project under CEQA (CEQA Guidelines Section 15163(a)).

The Downtown Community Plan PEIR identified significant impacts to the environment for the following subject areas: land use and planning, transportation/access/parking, cultural resources, public services and facilities, geology and seismicity, aesthetics/visual quality, noise, air quality, hydrology/water quality, hazardous materials, population/housing, paleontological resources, and energy. A review of these issues, as well as Appendix G of the CEQA Guidelines for any new issues or thresholds, determined that further Mobility Plan analysis is warranted to supplement the previous PEIR. Specifically, based on scoping, the proposed Plan will require further technical analysis for **air quality, greenhouse gas emissions, land use and planning, noise, transportation/access/parking, and hydrology/water quality.**

Availability in Alternative Format: To request this Notice in an alternative format, call the Development Services Department at (619) 446-5460 (800) 735-2929 (TEXT TELEPHONE).

Additional Information: For environmental review information, you may contact Brad Richter at Civic San Diego at (619) 533-7115 or richter@civicsd.com. The Notice of Preparation may be reviewed, or purchased for the cost of reproduction, at Civic San Diego offices at 401 B Street, Suite 400 or the Development Services Department on the 5th Floor at 1222 First Avenue, San Diego, CA 92101. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on **December 2, 2014.**

Brad Richter
Assistant Vice President of Planning
Civic San Diego



FIGURE 1
Downtown Neighborhoods

DEPARTMENT OF TRANSPORTATION

DISTRICT 11, DIVISION OF PLANNING

4050 TAYLOR ST, M.S. 240

SAN DIEGO, CA 92110

PHONE (619) 688-6960

FAX (619) 688-4299

TTY 711

www.dot.ca.gov



*Serious drought.
Help save water!*

December 23, 2014

11-SD-Various
PM Various
Downtown San Diego Mobility Plan
SCH #2014121002

Brad Richter
City of San Diego
401 B Street, Suite 400
San Diego, CA 92101

Dear Mr. Richter:

The California Department of Transportation (Caltrans) received a copy of Notice of Preparation (NOP) for the Downtown San Diego Mobility Plan Supplemental Environmental Impact Report (SEIR). Caltrans has the following comments:

Traffic Study

A traffic impact study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the *Caltrans Guide for the Preparation of Traffic Impact Studies*. Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide. www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

All State-owned signalized intersections affected by this project should be analyzed using the intersecting lane vehicle (ILV) procedure from the Caltrans Highway Design Manual, Topic 406, page 400-21.

The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.

A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacities. A focused analysis may also be necessary if there is an increased risk of a potential traffic accident.

All freeway entrance and exit ramps where a proposed project will add a significant number of peak-hour trips that may cause any traffic queues to exceed storage capacities should be analyzed. If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage necessary to accommodate the queuing. The effects of ramp metering should be analyzed in the traffic study.

The data used in the TIS should not be more than 2 years old.

Caltrans endeavors that any direct and cumulative impacts to the State Highway System be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

Mitigation measures to State facilities should be included in TIS. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with Caltrans to identify and implement the appropriate mitigation. This includes the actual implementation and collection of any "fair share" monies, as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with Caltrans concepts.

Mitigation measures for proposed intersection modifications are subject to the Caltrans Intersection Control Evaluation (ICE) policy (Traffic Operation Policy Directive 13-02). Alternative intersection design(s) will need to be considered in accordance with the ICE policy; therefore, please refer to the policy for more information and requirements.

<http://www.dot.ca.gov/hq/traffops/signtech/signdel/policy/13-02.pdf>

Mitigation conditioned as part of a local agency's development approval for improvements to State facilities can be implemented either through a Cooperative Agreement between Caltrans and the lead agency, or by the project proponent entering into an agreement directly with Caltrans for the mitigation. When that occurs, Caltrans will negotiate and execute a Traffic Mitigation Agreement.

Transit

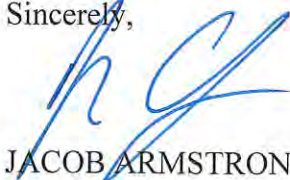
Caltrans appreciates the multi-modal approach to the planning efforts in the downtown San Diego core. The City can realize increased mode share by planning for robust pedestrian, bicycling, and transit networks and making each mode more viable to the travelling public.

Proposed Bicycle Corridors are wide spread in the central and eastern portions of the study area. However, they are scarcer on the western portion of the study area. Is there opportunity to expand the proposed bicycling network on the western portion?

Proposed Green Streets only cross I-5 at Island Ave. Are there any opportunities to expand the Green Streets network at any other locations in order to cross I-5?

If you have any questions on the comments Caltrans has provided, please contact Marisa Hampton of the Development Review Branch at (619) 688-6954.

Sincerely,



JACOB ARMSTRONG, Chief
Development Review Branch

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



December 22, 2014

Mr. Brad Richter
Asst. Vice President, Planning
Civic San Diego
401 B Street, Suite 400
San Diego, CA 92101
richter@civicsd.com

Re: Downtown San Diego Mobility Plan

Dear Mr. Richter:

The California Public Utilities Commission (CPUC / Commission) has jurisdiction over the safety of highway-rail crossings (crossing) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission's Rail Crossings and Engineering Branch received the *Civic San Diego Public Notice of the Preparation of a Supplemental Environmental Impact Report and Scoping Meeting* for the proposed Downtown San Diego Mobility Plan. It states "The proposed plan is intended to improve connections and access for transit riders, bicyclists, and pedestrians, while maintaining roadway circulation for cars and commercial vehicles and increasing on-street parking where feasible. While existing in the Downtown, the rail facilities, which include the light rail trolley system and heavy rail corridors, are not proposed for modifications as part of this planning effort."

The maps show that the City of San Diego (City) is considering extensive traffic circulation changes in the downtown area. For example, the City may convert one-way streets to 2-way streets at 8th Avenue and 9th Avenue at the rail tracks along C Street.

CPUC staff is concerned that the analysis of such changes would specifically avoid any planning to address safety at the tracks. Collisions continue to occur at tracks in the downtown area. For example, the crossing at First Avenue and C Street has experienced nine collisions between trolleys and motorists from 2012 to 2014.

The City should address in its traffic analysis rail crossing safety and potential mitigation measures. It should consider whether changes to traffic circulation patterns may increase the likelihood of red-light violations, illegal turns, and wrong-way driving in the vicinity of the tracks. The safety of pedestrians, cyclists and pedi-cabs at the tracks should also be considered. Previous CPUC staff recommendations are attached in Appendix A and B of this letter. The City

should coordinate with SANDAG, rail organizations and CPUC staff as appropriate to plan for improvements.

If you have any questions, please contact Kevin Schumacher at (415) 310-9087 or kevin.schumacher@cpuc.ca.gov. More information can be found at: <http://www.cpuc.ca.gov/crossings/>

Sincerely,

A handwritten signature in blue ink that reads "Mike Robertson".

Michael Robertson
Program Manager
Rail Crossings and Engineering Branch
Safety and Enforcement Division

cc: Stephen Celniker, City
Wayne Terry, MTS
John Haggerty, SANDAG

Appendix A: Previous RECOMMENDATIONS AT 10th AVENUE AND C STREET

May 2014

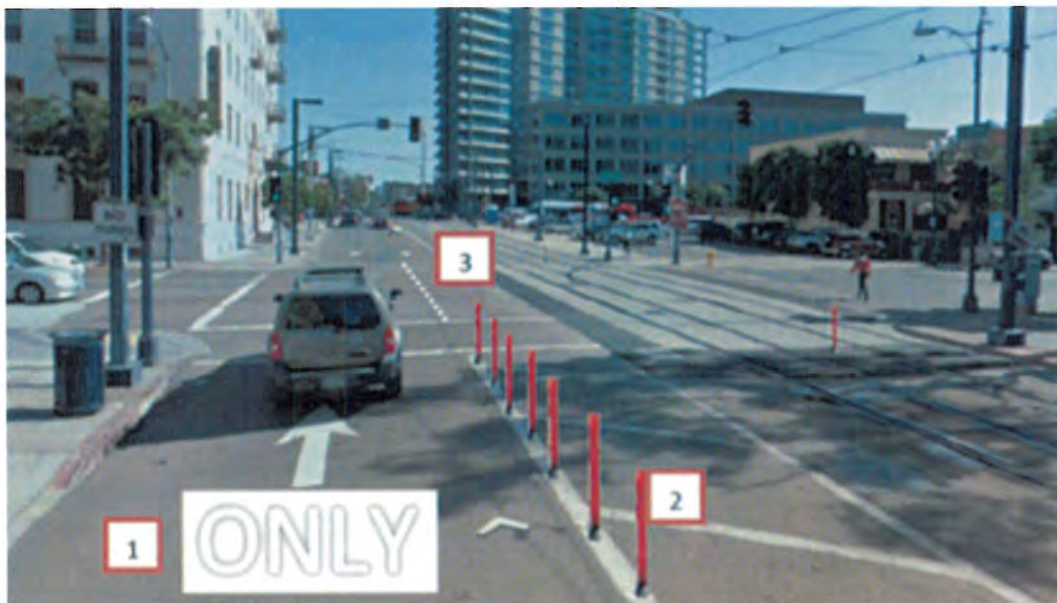
10TH AVE & C STREET, City of San Diego, MTS/San Diego Trolley
CPUC# 081B-0.82

EXISTING



CPUC RECOMMENDATIONS

1. Emphasize the thru arrow with the word ONLY.
2. Physical separation, like mountable curb and “candle sticks”, separating the tracks from adjacent lanes. This is recommended throughout C Street, but it’s most useful near the intersections.
3. Lane / edge line extension through the intersection.



Appendix B: Previous recommendations at 1st and C Street

RCES comments on First & C St, San Diego
Potential improvements for consideration

March 2014

Related to the May 2011 MTS letter:

1. Lack of advance signage warning vehicles of tracks ahead
 - a. Action: Install W10-1 signs and RXR markings along First Street



- b. Action: Install W10-2 signs with appropriate orientation on each approach to the intersection. Normally this would only be installed for movements across the tracks, but this warning may also be appropriate in this circumstance due to the high number of illegal movements.



2. Poor condition of asphalt paint
 - a. Action: Refresh all pavement markings, particularly directional markings and lane delineation
3. Absence of asphalt paint indicating NO LEFT TURN or NO RIGHT TURN
 - a. Response: Directional arrow and ONLY markings appear to be appropriate, but need to be maintained.
 - b. Action: Install and maintain markings with sufficient contrast. The signage should be changed from text messages to symbolic signs that closely match the pavement markings for directional arrow ONLY.
4. Cantilevers need extension to center lane with additional traffic signal mounted to enhance aspect visibility
 - a. Response: May be appropriate in a couple specific locations, but First Street is OK.
 - b. Action: Consider additional near-side traffic signal mast arms to increase traffic signal conspicuity.
5. Directional traffic information may not be consistent on the signage and markings at some locations
 - a. Response: Consider minor signage and marking changes as discussed below

Additional comments:

1. Add a through only R3-5a sign over the south lane. This is probably more effective than a NO TURNS R3-3 sign.



2. Add R3-1 and R3-2 symbolic turn prohibition signs, rather than NO TURNS text message.



3. Consider lane extension through the intersection similar to SFMTA 3rd Street corridor



4. Consider traffic signal changes
 - a. Use lunar bar signals for train control.
 - b. Provide all-red for motor vehicle traffic during approach and passage of a train.
 - c. Lunar bars could be used to just provide a queue jump so that the train starts first.
5. Extend bollards further into the intersection. Supplement with raised curb or mountable rubber curbing.
6. Hatch markings on tracks in intersection.
7. Add W10-7 blank out sign facing cross-traffic along First Street.



8. Left turn lane from C onto First Street:
 - a. Maintain lane marking and directional markings.
 - b. Install raised curb and bollard to channelize left turn movements from the left lane.
 - c. Replace LEFT LANE MUST TURN LEFT text message with symbolic R3-5. Similar change for right turns onto First St.



- d. Remove tree. It reduces visibility of the posted sign and the intersection, and shade may obscure markings



APPENDIX B

Letter A



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

March 10, 2016

Brad Richter
City of San Diego
401 B Street, Suite 400
San Diego, CA 92101

Subject: Downtown San Diego Mobility Plan
SCH#: 2014121002

Dear Brad Richter:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 9, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

A-1

A-1 This comment reiterates the public review period and acknowledges that the requirements for circulation of draft environmental documents have been met. No further response required.

**Document Details Report
State Clearinghouse Data Base**

SCH# 2014121002
Project Title Downtown San Diego Mobility Plan
Lead Agency San Diego, City of

Type EIR Draft EIR
Description The proposed Project includes the adoption of a freestanding Mobility Plan and amendments to the Transportation Chapter within the Downtown Community Plan. The existing Transportation Chapter would be replaced with a new Mobility Chapter consistent with the Mobility Plan. This planning effort was undertaken to address the changing priorities and needs of the multi-modal network within the urban setting, bringing forth improved connections and access for transit riders, bicyclists, and pedestrian, while maintaining roadway circulation for cars and commercial vehicles. The Mobility Plan provides for multi-modal transportation that connects to adjacent communities. This "layered network" approach prioritizes specific corridors for specific modes, including Greenways, Cycleways, Transitways, and Autoways, while still accommodating the non-prioritized modes.

Lead Agency Contact
Name Brad Richter
Agency City of San Diego
Phone 619 533 7115 **Fax**
email
Address 401 B Street, Suite 400
City San Diego **State** CA **Zip** 92101

Project Location
County San Diego
City San Diego
Region
Lat / Long 32° 42' 9.198" N / 117° 9' 26" W
Cross Streets
Parcel No.

Township	Range	Section	Base	SBB&M

Proximity to:
Highways I-5, SR 163, 94, 75
Airports Lindbergh Field
Railways BNSF / SD MTS Trolley
Waterways San Diego Bay
Schools Multiple
Land Use

Project Issues Noise; Traffic/Circulation; Water Quality; Landuse
Reviewing Agencies Resources Agency, Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 11; Air Resources Board; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 9; Native American Heritage Commission; Public Utilities Commission

Date Received 01/25/2016 **Start of Review** 01/25/2016 **End of Review** 03/09/2016


Note: Blanks in state fields result from insufficient information provided by lead agency.

Letter B

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

DEPARTMENT OF TRANSPORTATION
 DISTRICT 11, DIVISION OF PLANNING
 4050 TAYLOR ST., M.S. 240
 SAN DIEGO, CA 92110
 PHONE (619) 688-6960
 FAX (619) 688-4299
 TTY 711
 www.dot.ca.gov

EDMUND G. BROWNE, Jr., Governor



*Sevians through.
Dety save water!*

March 8, 2016

11-SD-VAR
(5, 75, 94, 163)
Downtown San Diego
Mobility Plan

Mr. Brad Richter
 City of San Diego/Civic San Diego
 401 B Street, Suite 400
 San Diego, CA 92101

Dear Mr. Richter:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the City of San Diego's (City) Downtown San Diego Mobility Plan (Plan), for which the areas are served by Interstate 5 (I-5), State Route 75 (SR-75), State Route 94 (SR-94) and State Route 163 (SR-163). The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.

Caltrans appreciates the City's plan to make the Downtown community more walkable, bicycle and transit friendly. The City's plan aligns with the Caltrans Strategic Mobility Plan's goal of increasing mode-share for walking and bicycling by 2020.

Caltrans has reviewed the Draft Supplement Environmental Impact Report for the Downtown San Diego Mobility Plan, and has the following comments:

- Traffic signalization is not adequate until other alternatives, such as roundabout and/or all-way stop, have been considered and studied as part of Caltrans Intersection Control Evaluation (ICE) policy: <http://www.dot.ca.gov/hq/traffops/liaisons/ice.html>. Also, the signal warrant analysis should be submitted/provided for review for the following:
 - o I-5 NB off-ramp Brant/Hawthorne Streets (Page 4.2-9 and S-7)
 - o I-5 and Logan Avenue SB off-ramp (Page 4.2-10 and S-9)
 - o Elimination of I-5/Cedar Street off-ramp (Page 6-39)
- Elimination of Cedar Street off-ramp was mentioned in Mitigation Monitoring and Reporting Program Table 6-1, however, any changes/modifications, such as abandonment of ramps or interchange, will require FHWA and Caltrans approval.

*"Provide a safe, sustainable, integrated and efficient transportation system
and enhance California's economy and livability"*

B-1 This is an introductory comment referencing the surrounding facilities under Caltrans jurisdiction for their review of the proposed Project. No further response is required.

B-2 The comment is an introduction to comments that follow which are addressed individually below.

B-3 ICE analysis was conducted for the I-5 NB off-ramp Brant/Hawthorne Streets (Intersection [Int.] 8) and I-5 and Logan Avenue SB off-ramp (Int. 107) intersections and will be provided in Appendix P of the Mobility Plan Technical Report. In order to identify the most effective and comprehensive access alternatives for these intersection, multi-way stop controlled as well as a roundabout alternative were evaluated. The ICE analysis results are summarized below:

Int. #	AWSC		M?	Roundabout		M?
	Delay	LOS		Delay	LOS	
Int. 8 (SSSC)	104.4/ 235.1	F / F	No	187.6/ 401.1	F / F	No
Int. 107 (AWSC)	N/A	N/A	N/A	7.3/ 13.7	A / B	Yes

Notes: M = Mitigated?
 SSSC = Side Street Stop Control
 AWSC = All-Way Stop Controlled

- *Intersection 8: I-5 NB Off-Ramp/Brant Street & Hawthorn Street* – As shown above, this intersection would operate at a level of service (LOS) F under both the All-Way Stop Controlled and the Roundabout alternative, therefore signalization is the only feasible mitigation. A traffic signal warrant was conducted. Based upon *California Manual of Uniformed Traffic Control Devices (MUTCD) 2012 Edition Figure 4C-103 (CA)*, this intersection would meet the “Peak Hour” warrant. The signal warrant worksheet for this intersection is provided in Appendix P of the Technical Report.

	<p>B-3 (cont.)</p> <ul style="list-style-type: none"> • <i>Intersection 107: Logan Avenue & I-5 SB Off-Ramp</i> – As shown above, this intersection would operate at an acceptable LOS B or better under the roundabout alternative, however, implementation of a roundabout would be challenging for the following reasons: <ul style="list-style-type: none"> ○ Lack of right-of-way: the available inscribe diameter at this intersection is 50 feet, whereas a typical single lane modern roundabout requires an inscribe diameter of 90 to 180 feet. ○ Presence of commercial driveways: Three commercial driveways are located within 100 feet (two of which are within 50 feet) of the intersection. Vehicles using these driveways would create additional conflicts with those utilizing the roundabout, resulting in additional delay and reducing roundabout efficiency. <p>Considering the findings presented above, a traffic signal warrant was conducted. Based upon California MUTCD 2012 Edition Figure 4C-103 (CA), this intersection would meet the “Peak Hour” warrant. The signal warrant worksheet for this intersection is provided in Appendix P of the Technical Report.</p> <p>A detailed traffic analysis for the elimination of I-5/Cedar Street off-ramp will be prepared to satisfy all Caltrans’ requirements – close coordination with Caltrans will also be taken place prior to any closure of this off-ramp pursuant to Mitigation Measure TRF A.2.1-1. As noted in the Final SEIR, the 2006 Program EIR (PEIR) Mitigation Measure TRF-A.2.2-1, which requires a collaborative effort for the study, remains in the Mitigation Monitoring and Reporting Program (MMRP) for the proposed Project and has been renumbered as TRF A.2.1-1.</p>
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Mr. Brad Richter
March 8, 2016
Page 2

• A complete Traffic Impact Study (TIS) is required for review to determine any potential traffic impacts to all State highway facilities and to evaluate appropriate traffic mitigations, including fair-share, brought about by the proposed development in the area. We understand this will be further evaluated as identified in Table 6-1 Mitigation Monitoring and Reporting Program Mitigation Measure TRG-A-2.1-1 section referencing the Plan. Funding sources may include fair-share with private and/or public developers contributing. The Plan will identify funding sources, stakeholders, improvements to I-5, cost and schedule as stated in the following sections:

- ◊ TRF-A.2.1-1(b): “The Plan will specifically identify physical and operational improvements to I-5, other freeways, relevant arterial roads and transit facilities [the Improvements], that are focused on specific transportation impacts created by Downtown development, and will also identify the specific responsibilities of each Entity for the construction, maintenance and financing for each Improvement.”
- ◊ TRF-A.2.1-1(j): “The Public Facilities Financing Plans (PFFP) shall be amended to include any projects in the Plan that Civic San Diego and the City Council determine are appropriate for inclusion in the PFFP.”

B-4

• The proposed Class I Bike Path bridge over I-5 to San Diego City College (Page 3-8) would need to comply with the following:

- ◊ All structures within the State Right-of-Way (R/W) shall be planned, designed and constructed in accordance with Caltrans standards and practices as described in the Office of Special Funded Projects (OSFP) Information and Procedures Guide (OSFP I&P Guide: <http://www.dot.ca.gov/hq/esc/osfp/osfp-manual/osfp-manual.htm>; OSFP website: <http://www.dot.ca.gov/hq/esc/osfp/>). This Guide outlines the project development and submittal requirements necessary to assure project conformance to applicable Caltrans standards and practices for structures.
- ◊ The preparation of structure plans shall conform to the detailing and formatting standards contained in the Caltrans *Plans Preparation Manual* and the *Bridge Design Details* manual. The plans shall be prepared using the most current standards--this includes the most current Caltrans formatted border sheets, Standard Detail Sheets (XS sheets), and Standard Plans.
- ◊ In order for Caltrans to maintain proper As-Built records of all work performed on or near its structures, the following information (as a minimum) shall be shown on all Structure plan sheets: Caltrans District number, County, Route, Post Mile, Caltrans contract number(Project Number/EA), Caltrans Bridge Number, and Caltrans Design Oversight approval signature block.
- ◊ In addition to the Structure Plans, Design Calculations, Independent Check Calculations, Reports (Foundation and Hydraulic/Scour) and Structure Special Provisions are required.

B-5

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

B-4 Chapter 6 of the SEIR, Mitigation Monitoring and Reporting Program, has been revised to clarify that additional mitigation measures from the 2006 PEIR have been satisfied. Specifically, the MMRP includes these clarifications and now reads as following.

In addition, measures from the 2006 PEIR that were required to be implemented subsequent to the adoption of the Downtown Community Plan and have been satisfied have been removed. This applies to the following traffic mitigation measures:

- Mitigation Measure TRF-A.1.1-3 which required an update to the Public Facilities Financing Plan to include a transportation element to specify transportation improvements, timeline, and estimated costs.
- Mitigation Measure TRF-A.2.1-1, which required a multijurisdictional effort to study the I-5 corridor through Downtown. Central I-5 Conceptual Improvement Program, was completed in 2010.

B-5 The Class I Bike Path bridge over I-5 to San Diego City College is an existing facility. This comment provides guidance for planning, designing, and constructing facilities within Caltrans right-of-way in accordance with Caltrans standards, including guidance for structure plan sheets. No further response required.

Mr. Brad Richter
March 8, 2016
Page 3

- Any work performed within Caltrans R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction. As part of the encroachment permit process, the applicant must provide an approved final environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts with the Caltrans' R/W, and any corresponding technical studies. Please see Section 600 of the Encroachment Permits Manual for requirements regarding utilities and state R/W:
http://www.dot.ca.gov/hq/traffops/developserv/permits/pdf/manual/Chapter_6.pdf

B-6

Caltrans supports the concept of a local circulation system that is pedestrian, bicycle, and transit-friendly in order to enable residents to choose alternative modes of transportation. As a result, potential transit mitigation for development impacts should also be analyzed, such as improved transit accommodation through the provision of park and ride facilities, bicycle access, signal prioritization for transit, or other enhancements that can improve mobility and alleviate traffic impacts to State facilities.

B-7

The City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction, as well as coordinate with Caltrans as development proceeds and funds become available to ensure that the capacity of on-/off-ramps is adequate.

B-8

Caltrans appreciates the continued coordination with City staff and community representatives on this Plan. If you have any questions, please contact Kimberly Dodson at (619) 688-2510.

Sincerely,

JACOB ARMSTRONG, Branch Chief
Development Review Branch

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability."*

B-6 Comment noted and it is concurred that any work performed within Caltrans right-of-way requires discretionary review and approval of an encroachment permit by Caltrans. Close coordination between Civic San Diego and Caltrans will take place prior to any work to be performed within Caltrans' right-of-way.

B-7 This comment is not at variance with the information presented in the Mobility Plan. The Mobility Plan's guiding vision promotes an integrated transportation network of Greenways, sidewalks, bikeways, transit services, roadways, and freeways. The planned Greenway and Cycleway networks are intended to improve pedestrian and cyclist mobility throughout Downtown San Diego (Downtown), including improved access to transit. Use of technology to improve service and increased transit accessibility are encouraged through T-P-3. Signal prioritization is encouraged through (T-P-13).

B-8 This is a concluding comment on ongoing coordination with Caltrans. No further response required.

Letter C



3165 Pacific Highway, San Diego, CA 92101
P.O. Box 120488, San Diego, CA 92112-0488
619.686.6200 • www.portofsandiego.org

March 10, 2016

Civic San Diego
Brad Richter, Vice President - Planning
401 B Street, Suite 400
San Diego, California 92101
e-mail: richter@civicsd.com

Subject: San Diego Unified Port District Comments on the Draft Downtown San Diego Mobility Plan and Supplemental Environmental Impact Report

Dear Mr. Richter,

Thank you for the opportunity to provide comment and input on the Draft Downtown San Diego Mobility Plan ("Mobility Plan") and Supplemental Environmental Impact Report ("SEIR"). The Mobility Plan presents a balanced, multimodal long-range plan for transportation, setting the stage for Downtown San Diego ("Downtown") to become a world class urban center that both accommodates high quality urban living for its residents and workers and attracts visitors from across the nation and world. Although the project is not within the San Diego Unified Port District's ("District") jurisdiction, the Mobility Plan includes transportation strategies and policies that will be applied near or adjacent to District property, and therefore will influence circulation on District tidelands.

C-1

C-1 This is an introductory comment referencing the surrounding jurisdiction and the San Diego Unified Port District's (District) review of the proposed Project. No further response is required.

As you know, the District has strong interest in integrated planning, mobility and sustainability. This commitment is evident through our Board of Port Commissioners (BPC) recent acceptance of the Integrated Planning Framework Report, including a Vision Statement and Guiding Principles for Integrated Planning and adoption of a Climate Action Plan. Currently, the District is in the process of comprehensively updating our Port Master Plan.

C-2

C-2 Comment noted. This comment provides background context regarding the District's commitment to integrated planning. No further response is required.

We find the goals of the Mobility Plan are consistent with the District's long-term planning, mobility and sustainability aspirations. Areas of common alignment include: 1) Increased expansion of the transit network; 2) Increased transit performance (e.g., frequency and speed); and 3) Implementation of transit access improvements. The Mobility Plan parallels our efforts to reduce vehicle miles travelled and corresponding greenhouse gas emissions. We find the goals of the Mobility Plan are also consistent with the District's long-term Integrated Planning Vision and Guiding Principles, specifically, the District's commitment to incorporate state of the art sustainability practices across the organization.

C-3

C-3 Comment noted. This comment identifies consistencies between the goals of the Mobility Plan and the District and is not at variance with the information presented in the SEIR.

Overall, District is impressed with the scope and content of the Mobility Plan, and is encouraged by the leadership at Civic San Diego and the City of San Diego to plan and promote active transportation networks in Downtown. We support and promote strategies that provide substantial co-benefits beyond the active provision of transportation options and the reduction of greenhouse gas emissions.

C-4

C-4 Comment noted. This comment expresses general support for the Mobility Plan. This comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Civic San Diego
Page 2
March 10, 2016

The District appreciates the Mobility Plan already includes goals and policies promoting partnerships with the District. Examples from the Mobility Plan include:

- **CS-P-3:** Work with the County of San Diego, the **San Diego Unified Port District**, the San Diego Regional Airport Authority, MTS, and SANDAG to ensure Complete Streets principles are incorporated in a context sensitive manner (Mobility Plan, p. 23).
- **P-P-5:** Work with the **Port** to provide public parking in the Waterfront/Marina area... (Mobility Plan, p. 80).
- **ARG-P-3:** Work with **responsible and affected agencies** to enhance infrastructure and facilitate the timely movement of goods (Mobility Plan, p. 89).

C-5

As projects implemented through the Mobility Plan are adjacent to District managed lands, the District encourages Civic San Diego and the City of San Diego to consider the following:

1. **The District recommends and requests Civic San Diego and the City of San Diego work closely with District staff during the planning and implementation of *all* projects that terminate at, or are adjacent to, District tidelands so as to create consistency with the District's Integrated Plan.**

C-6

As stated in the SEIR, "The proposed Project would enhance access circulation and access within Downtown, including access to resources such as employment centers, parks and the waterfront" (pp. 4.2-14). As the waterfront is under District management, we request Civic San Diego and the City of San Diego continue to coordinate with the District to help align the proposed Mobility Plan with the District's plans and policies (and Port Master Plan Update), to provide consistency between circulation networks, and to ensure the ultimate success of the Mobility Plan.

C-7

Areas of the Mobility Plan we are interested in further coordination include:

- **The "Layered Mobility Network" maps (Mobility Plan, p. 19).** The maps provide a framework that illustrates proposed changes to the existing circulation system that segment Greenway, Cycleway, Transitway, and Autoway Networks in Downtown. Although the intent of the Mobility Plan is to provide a "Network" for Downtown, it would be beneficial if the Mobility Plan considered impacts to adjacent networks. For example, Figure 3-1, Layered Mobility Network does not show how the subset of Networks will integrate with, or potentially impact, the District's tideland mobility network (Mobility Plan, p. 19). Additionally, the SEIR does not discuss connections to District tidelands under 4.2.1.2 Existing Mobility Network (SEIR, pp. 4.2-3). The District would like to discuss how cross-jurisdictional connections may be coordinated.
- **Bike Demand and Facilities (Mobility Plan, p. 40).** The need to plan for adjacency issues is clear through discussion of bicycle facilities at the intersection of Harbor Drive and illustrated in Figure 5-1 Bicycle Needs. Harbor Drive is identified as "High

C-8

- C-5 Comment noted. This comment expresses support for the Mobility Plan goals and policies promoting coordination with the District.
- C-6 This comment recommends and requests coordination between Civic San Diego, the City, and the District regarding projects within or adjacent to District tidelands. Complete Streets Policy 3 (CS-P-3) and Airports, Rail, and Goods Movement Policy 2 (ARG-P-2) encourage coordination with the District.
- C-7 Comment noted. This comment recommends and requests coordination between Civic San Diego, the City, and the District regarding projects within or adjacent to District tidelands. The Mobility Plan includes proposed facilities that would facilitate connections to adjacent neighborhoods and jurisdictions. Coordination between Civic San Diego, the City, and the District on future projects within or adjacent to District tidelands is anticipated.
- C-8 Similar to the response to Comment #7 above, coordination with the implementation of future facilities anticipated in the Mobility Plan and also proposed in neighboring communities and jurisdictions is anticipated to be necessary and has the potential to strengthen the planned network. Specific areas noted in the comment that would be addressed include bicycle facilities along Harbor Drive; complete streets and streetscapes within or adjacent to District tidelands; and transit stops and mobility hubs.

<p>Civic San Diego Page 3 March 10, 2016</p> <p>Bicycle Demand” and we would like to have a follow-up discussion on how improvements may be implemented</p> <ul style="list-style-type: none"> • Complete Streets and Future Streetscapes (Mobility Plan, p. 23). As a follow up to CS-P-3 regarding Complete Streets, the District is particularly interested in collaborating with the City of San Diego and Civic San Diego on any future streetscape design efforts, including any updates to the Centre City Streetscape Manual to ensure cohesive street design standards between Downtown and the waterfront. • Transit Stops and Mobility Hubs. The District recommends that Civic San Diego and the City of San Diego carefully examine how proposed transit stops can be further activated through the siting of complimentary mobility hubs. The District is exploring the concept of mobility hubs and we are interested in identifying innovative ways to incentivize further activation of transit stops, along with the potential future development of mobility hubs, as often described by SANDAG. <p>2. The District requests future engagement with Civic San Diego and the City of San Diego on implementation of the policies listed below, as well as any new policies that may affect District tidelands.</p> <ul style="list-style-type: none"> • Pedestrian Policy PM-P-1: The impacts of lengthening traffic signal walk times (at District and City of San Diego intersections) (Mobility Plan, p. 31); • Acceptance of lower level-of-service (LOS) at intersection locations (Mobility Plan, p. 31); • Development of a Wayfinding Sign Program (Mobility Plan, p. 38); • Figure 5-7 "Proposed Cycle Track Network" where the "One-Way Cycle Tracks" terminate on District tidelands. (Mobility Plan, p. 50); • Transit Policies T-P-2, T-P-4 and T-P-10 (Mobility Plan, pp. 59-60); and, • Goods Movement Goals and Policies (Mobility Plan, p. 89). <p>3. We request that Civic San Diego and the City of San Diego consider adding language to the proposed policies listed below, or new policies, to ensure planning and implementation of projects that terminate at, or are adjacent to, District tidelands are consistent and integrated with District policies and plans.</p> <ul style="list-style-type: none"> • The District suggests adding to the Bicycling Goals B-G-1: A cohesive and well connected bicycle system within Downtown that provides linkages within the area and to surrounding neighborhoods including the waterfront and District tidelands (Mobility Plan, p. 41). • The District suggests adding to the Bicycling Policy B-P-4: Connect Downtown's Cycleways with surrounding communities including the waterfront and District tidelands... (Mobility Plan, p. 41). • The District suggests adding to Airport, Passenger Rail, and Goods Movement Policy ARG-P-2: Work with responsible and affected agencies, including the San 	<p>C-9 Comment noted. This comment recommends and requests coordination between Civic San Diego, the City, and the District regarding policies that may affect District tidelands. The comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>The Mobility Plan anticipates coordination between Civic San Diego, the City, and the District on future projects within or adjacent to District tidelands.</p> <p>C-10 The Downtown Mobility Plan Vision on Page 1, Chapter 1 encourages for "...convenient access to valuable community resources such as employment centers, parks and the waterfront, cultural and entertainment attractions, and civic uses..." Revisions to the Mobility Plan have been made to reflect the suggested policies in the comment and include the following:</p> <ul style="list-style-type: none"> • Policy B-G-1 now reads: "A cohesive and well connected bicycle system within Downtown that provides linkages within the area and to surrounding neighborhoods including the waterfront and Port District tidelands." • Policy B-P-4 now reads: "Connect Downtown's Cycleways with surrounding communities, the waterfront and Port District tidelands, and transit facilities to encourage everyday commute and recreational bicycle trips within the region." • Policy ARG-P-2 now reads: "Work with responsible and affected agencies, including Caltrans, San Diego Association of Governments (SANDAG), Metropolitan Transit System (MTS), the District, and the San Diego Regional Airport Authority, to enhance infrastructure and facilitate the timely movement of goods." • Street System Policy #2 (SS-P-2) now reads, "Forge new connections and view corridors as larger sites are redeveloped, opening rights-of-way at the waterfront, through the Civic Center and along Cedar Street, among others. Require full vehicle and pedestrian access in new connections except where precluded by existing plans and projects."
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Civic San Diego
Page 4
March 10, 2016

Diego Unified Port District, to enhance infrastructure for transportation and facilitate the timely movement of goods (Mobility Plan, p. 89).

- The Mobility Plan should consider connections with Pacific Highway and Harbor Drive to maximize access to the waterfront and better integrate the circulation network shared by the City of San Diego and the District.

C-10
(cont.)

We commend Civic San Diego and the City of San Diego for seeking to develop and implement active transportation strategies that have substantial co-benefits to the local and regional community by improving public health and air quality, public safety, and quality of life.

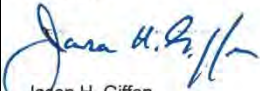
C-11

Thank you again for the opportunity to comment on the Mobility Plan and the Draft SEIR. The District looks forward to working in close partnership with Civic San Diego and the City of San Diego to integrate the Mobility Plan goals with the District as it moves forward with Integrated Planning. In addition, we look forward to greater opportunities to work closely on planning issues of mutual concern.

If you have any questions regarding these comments, please contact me at (619) 686-6473 or via email at jgiffen@portofsandiego.org, or Lesley Nishihira at (619) 686-6469 or via email at lnishihira@portofsandiego.org.

C-12

Sincerely,



Jason H. Giffen
Assistant Vice President
Planning and Green Port

LC/er

cc: Randa Coniglio, CEO/President

C-10 (cont.)

These revisions strengthen and clarify the goals and intent of the Mobility Plan and do not change the conclusions in the SEIR.

C-11 This is a concluding comment on the review of the proposed Plan and the ongoing coordination. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

C-12 This is a concluding comment with contact information. No further response required.

Letter D

From: Hentrich, Katie <Katie.Hentrich@sandag.org>
Sent: Friday, March 11, 2016 9:47 AM
To: Brad Richter
Cc: Baldwin, Susan
Subject: Downtown San Diego Mobility Plan SEIR Comments - SANDAG

Mr. Richter,

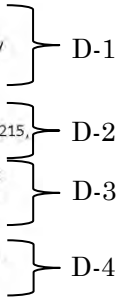
Thank you for the opportunity to comment on Civic San Diego's Draft Downtown San Diego Mobility Plan's Supplemental Environmental Impact Report (SEIR). The San Diego Association of Governments (SANDAG) previously commented on the Draft Plan in December 2015. As a follow-up to that letter, please consider the following minor comments:

- On page 105, the graphic showing existing transit routes should remove Route 15 and replace it with Route 215, which operates on Broadway and Park Boulevard.
- On page 149, in the discussion of mitigation for diesel and gas-powered vehicles, it is important to note that most of the MTS bus fleet are powered by Compressed Natural Gas (CNG). As the fleet is upgraded and the older diesel vehicles are replaced, the fleet will be 100% powered by CNG.

We appreciate the opportunity to comment on the Draft Downtown San Diego Mobility Plan's SEIR. If you have any questions, please contact myself or Susan Baldwin (susan.baldwin@sandag.org).

Thank you,

Katie Hentrich
Regional Energy/Climate Planner
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800 | San Diego, CA 92101
katie.hentrich@sandag.org | (619) 595-5609



- D-1 The comment is an introduction to comments that follow which are addressed individually below.
- D-2 This correction to Figure 4.2-2 has been made for revised SEIR. This correction does not change the conclusions in the SEIR.
- D-3 Page 149 of the pdf of the Draft SEIR corresponds to Page 6-3 of the SEIR MMRP which addresses Mitigation Measure AQ-B.1-1 from the 2006 PEIR. Mitigation Measure AQ-B.1-1 outlines conditions which must be met prior to approval of a Grading or Demolition Permit. The measures do include conditions for vehicles and equipment used during construction of project. The measures also include a condition construction contractor shall support and encourage ridesharing and transit incentives for the construction crew. The information about the MTS is noted, however, the operations of the MTS fleet are not addressed under Impact AQ-B.1, Construction Emissions, in the 2006 PEIR. No changes to the MMRP are required as a result of their comment.
- D-4 This is a closing comment which provides contact information. No further response required.



Air Pollution Control Board

- Greg Cox District 1
- Dianne Jacob District 2
- Dave Roberts District 3
- Ron Roberts District 4
- Bill Horn District 5

Letter E

March 11, 2016

Mr. Brad Richter
 Vice President - Planning
 Civic San Diego
 401 B Street, Suite 400
 San Diego, California 92101

San Diego County Air Pollution Control District Staff Comments on Downtown Mobility Plan

Dear Mr. Richter:

Thank you for the opportunity to comment on the Draft Mobility Plan (Plan) and associated Supplemental Environmental Impact Report (SEIR).

District staff believes this plan offers an equitable balance of street uses and transportation types. Currently, motor vehicles and other mobile sources contribute the majority of air pollution emissions in the region. By expanding people's ability to walk, bike, and take transit, the plan provides residents and visitors downtown the ability to choose safe and healthy transportation options. The plan's emphasis on all modes of transportation will help the region meet federal and state air quality standards, state-mandated greenhouse gas emission reduction goals, and the goals of the recently adopted City of San Diego Climate Action Plan.

E-1

E-1 This is an introductory comment providing support for the Mobility Plan and describes the relationship the Mobility Plan has with air quality standards, greenhouse gas (GHG) emission reduction goals, and Climate Action Plan (CAP) Goals. The comment is not at variance with the information presented in the Mobility Plan and SEIR.

The plan involves trade-offs between auto circulation, bicycle infrastructure, pedestrian improvements, and parking in order to balance the needs of all users of the transportation network while minimizing impacts on the natural environment. We understand the concerns about the proposed loss of parking in the downtown area. However, when considering the magnitude of the impact to the overall parking supply, we believe the impact is manageable. The plan provides for a more balanced multimodal transportation network that helps to achieve the health, air quality, and greenhouse gas goals of the region. Strategies to more effectively manage parking, coupled with the expected increase in people choosing to walk, bike, and take transit, will help to alleviate major impacts of the on-street parking losses.

E-2

E-2 This comment summarizes the overall goals of the plan as presented in the SEIR. This comment provides support for the Mobility Plan, including the proposal for a layered network which balances the needs of users, cycle tracks, and Greenways. No further response is required.

10124 Old Grove Rd. – San Diego - California 92131-1649 – (858) 586-2600
 FAX (858) 586-2601 – Smoking Vehicle Hotline – 1-800-28-SMOKE
 www.sdapcd.org



Letter F

BICYCLE ADVISORY COMMITTEE

March 11, 2016

TO: Brad Richter, Civic SD

FR: Andy Hanshaw, Chair

RE: Comments on the Downtown San Diego Mobility Plan

Dear Mr. Richter,

Thank you for the opportunity to comment on the Draft Mobility Plan and associated Supplemental Environmental Impact Report. The City of San Diego Bicycle Advisory Committee is heartened to see the emphasis on mobility options in the plan, and is looking forward to their implementation as soon as possible.

The plan balances the needs of people moving around in the downtown area, whatever their mode choice. We are glad to see a move away from auto-centric design to streets that truly accommodate pedestrians, bicyclists, and transit as a part of the transportation mix. For too long we have focused too much of our energy on how to move cars, rather than on how to move people. While we know that automobile traffic will be with us for a long time, we believe that an emphasis on walking, bicycling, and transit will help us create healthy, safe communities, reduce vehicle miles traveled, and help us meet our federal air quality standards, our state mandated greenhouse gas emission reduction goals, and the goals of the recently adopted City of San Diego Climate Action Plan.

Many of the public comments we have heard revolve around the removal of on-street parking spaces to accommodate the needed infrastructure improvements for other modes. While we understand the concerns about parking, we believe that the loss of 731 on-street spaces (worst case) is a price worth paying to implement the bicycle and pedestrian circulation elements, for two reasons. One is the increase in safety for bicyclists and pedestrians with the new plan. Currently safety of pedestrians and bicyclists is an issue in the downtown core. The Citywide Pedestrian Collision Analysis City of San Diego Comprehensive Pedestrian Safety Study shows that Downtown San Diego has the highest number of pedestrian collisions of all San Diego neighborhoods – 305 crashes from 2008 to 2012. That's the highest number of any community in the City. Changing the infrastructure downtown for bicyclists and pedestrians is not just a matter of convenience – it's a matter of life and death.

The second reason is the total impact of this parking loss in miniscule compared to the increases in mode share from improving bicycling and walking infrastructure (731 out of 8918 on-street parking spaces, or 8%; 731 out of over 48,000 parking spaces on-street and off-street spaces open to the public,

F-1

F-1

This letter expresses support for the proposed Mobility Plan for its goals and objectives related to mobility. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

<p>or 1.5%). Historically, nearly 100% of the roadway space downtown has been allocated to automobiles. It's not too much to ask that 1.5% of the space dedicated to parking cars be given over to other modes, especially since we expect the increases in bicycle and pedestrian mode share (from today's 28% to a future 43% of total trips) to overshadow this loss of parking.</p>		<p>F-2 Comment noted.</p>
<p><i>Comments on the Mobility Plan Bicycle Network</i></p>		
<p>Overall the planned network is very good for cyclists, especially the inclusion of cycle tracks extensively through downtown. We know that better infrastructure means more people opting to ride instead of drive – Figure 5.6 in the Plan illustrates this very well.</p>	<p>F-1 cont.</p>	<p>F-3 This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment, including the suggestions provided, will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. The planning area for the Mobility Plan is limited to the Downtown Community Planning Area. The recommendations set forth in the Mobility Plan do not preclude the planning or implementation of additional connections during the design phase of the project or additional connections to neighboring communities and adjacent jurisdictions.</p>
<p>We believe the network shown in the plan is the minimum required to be useful. Bicycle riders need a complete network to make their mode choice work, and including streets like State and 6th is important to getting more people on bikes. That having been said, the bike network would be even better with the inclusion of the following projects to fill in some of the gaps. Please consider including these projects in the Mobility Plan.</p> <ul style="list-style-type: none"> ○ Kettner Street south into Little Italy. This is a very important connection for bicyclists coming into Little Italy and downtown. ○ The connection of the proposed cycle tracks on Hawthorne and Grape across I-5 to the east. ○ A separated connection from F St to G St at Kettner, north of the Seaport Village Trolley stop. ○ Connection of the J St cycle track to the Martin Luther King Jr. Promenade at the western end ○ Filling the gap in the MLK Promenade between 5th and 6th streets ○ Intersection improvements to facilitate bicycle travel through the Park Blvd/Harbor Drive intersection ○ Connections to and through the Imperial Avenue Transit Center ○ Connection through City College from 16th and C to the pedestrian/bicycle bridge across I-5 ○ J St connection to South East San Diego (the new draft of their community plan shows a connection on Island rather than I) ○ Connection of SANDAG's Pershing Drive bikeway along C St into downtown. 	<p>F-2</p>	<p>In response to this comment, Figure 5-2 Proposed Bicycle Network includes existing Class III on Kettner from A Street to Kalmia Street, and planned Class III from Kalmia Street to Laurel Street. Figure 5-2 in the Mobility Plan, Figure 3-3 and Figure 4.2-1 in the SEIR were revised to reflect the Martin Luther King, Jr., Promenade running along the south side of the tracks, from Park Boulevard to Fifth Avenue. The gap exists along the north side of the tracks from Fifth Avenue to Sixth Avenue due to the pedestrian plaza.</p> <p>Additional information is provided below to clarify and respond to specific suggestions on the network presented in the Mobility Plan. No changes are required to the SEIR as a result.</p> <ul style="list-style-type: none"> • A separated connection from F St to G St at Kettner was deemed infeasible along rail corridor due to the narrowing width between the tracks north of G Street, nor is there adequate space outside of the tracks along the corridor. The planned bike lane along Harbor Drive and planned cycle tracks along Pacific Highway will help facilitate a north-south connection from the Promenade. • This connection between Fifth and Sixth avenues is provided via a planned Class III Bicycle Route. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
<p>We also appreciate the extensive work done to illustrate many intersections. We think these visualizations help people understand how the new facilities will work.</p>	<p>F-3</p>	
<p>The plan does not specifically address crossing issues for the existing bicycle facility south/west of the trolley tracks parallel to Harbor Drive. Bicycle access has at times been encouraged and forbidden along the north/east alignment of the Martin Luther King Jr. Promenade, which has good street crossing opportunities. The path on the south/west side, however, does not have good street crossing opportunities (particularly at First, Front, and Market) and should be improved so bicyclists can use it safely and efficiently.</p>	<p>F-4</p>	
	<p>F-5</p>	

	<p>F-3 (cont.)</p> <ul style="list-style-type: none"> • The Intersection improvements to facilitate bicycle travel through the Park Blvd/Harbor Drive intersection are identified as a planned bicycle connection (Class III Bicycle Route) in the Mobility Plan and vehicular connection in the Mobility Plan. Specific improvements for this intersection will be identified at the project level and in coordination with other relevant agencies SANDAG and MTS. • The connection to Southeastern San Diego via Island Avenue was considered, however, implementation would require significant alteration or removal of multiple curb bulb-outs along Island Avenue, due to a constrained right-of-way. Island Avenue will remain designated as a Class III from Union Street to Park Boulevard and is planned as a Class III east of Park Boulevard to provide the connection to Southeastern San Diego. <p>C Street is identified as a Cycleway (Class IV cycle track) from Sixth Avenue to 19th Street in order to connect to the Pershing Drive bikeway project.</p> <p>F-4 Comment noted.</p> <p>F-5 This comment reflects the opinion of the reviewer and recommends additional treatments to assist cyclists crossing the trolley tracks parallel to Harbor Drive. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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<p>Bicycle theft is a serious issue that discourages people from riding. Although both the Bicycle and Parking sections mention bicycle parking as one of the important pieces of the plan, we recommend stronger language to ensure adequate, safe, easily accessible bike parking is provided throughout downtown for short term and longer term bicycle storage. Options like bike lockers and bike cages at employers, and a potential bike station at one of the transit centers downtown should be considered to encourage people to ride.</p> <p>Comments on the Mobility Plan Pedestrian Network</p> <p>Again we applaud the Plan’s emphasis providing a safe and attractive network for anyone choosing to walk. The Greenway network is a badly needed pedestrian spine for downtown. It would help to illustrate the entire enhanced pedestrian network if Figure 4-2 included the already existing pedestrian-focused infrastructure downtown – the MLK Promenade, Embarcadero, Harbor Drive and City College pedestrian bridges, Civic Center plaza, etc.</p> <p>We suggest the following additions to the Greenway network.</p> <ul style="list-style-type: none"> ○ National Avenue from Commercial south to Barrio Logan ○ C St and 16th to connect the north end of 14th to the pedestrian bridge at City College ○ A connection in Little Italy ○ A connection from E St into South Park <p>In regards to vehicle miles traveled, we ask that the Downtown Mobility Plan not recommend any project feature that will increase vehicle miles traveled. The feature that may increase vehicle miles traveled are the recommendations in the draft plan to convert existing street right of way on G Street in a way that will allow additional travel lanes to be installed. While we recognize that G Street abuts the SR-94, we ask that the G Street lane additions be removed from the plan in order to not increase vehicle miles traveled and to support the request of community members in Golden Hill, Sherman Heights, Southeast San Diego, and City Heights. The referenced community members worked to achieve a SANDAG Board action in July of 2015 to study two community-supported, innovative alternatives to the SR-94 that will not increase VMT but instead will prioritize transit.</p> <p>In conclusion, the City of San Diego Bicycle Advisory Committee supports the Downtown Mobility Plan, because it focuses on creating a system that helps us meet our vehicle miles traveled, greenhouse gas, and air quality goals. We believe it creates a network of streets that provide safe, accessible options for everyone, regardless of what mode they choose to get around. We especially support the bikeway and greenway networks, and believe they are worth the potential loss of on-street auto parking to ensure safe and comfortable access in downtown for those who walk and bike. Thank you for the opportunity to comment on the plan, and we look forward to its implementation creating a healthy, vibrant downtown San Diego.</p> <p>Sincerely,</p> <p>Andy Hanshaw, Chair Bicycle Advisory Committee</p>	<p>F-6</p> <p>F-7</p> <p>F-8</p> <p>F-9</p> <p>F-10</p>	<p>F-6 The concern for bicycle theft and recommendation for bike lockers, bike cages, and a bike station is noted. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>F-7 This comment reflects the opinion of the reviewer and expresses support for the Greenway network. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>F-8 The potential design elements of National Avenue will be coordinated with the Barrio Logan Community Plan Update as there should be a consistent treatment and only one block lies within the Downtown Community Plan boundary.</p> <p>The Cedar Street Greenway will provide an east-west connection in the southern portion of Little Italy. E Street terminates at its east end onto a freeway on-ramp to I-5 and a connection across the freeway at this location is infeasible.</p> <p>As noted in previous responses, the recommendations set forth in the Mobility Plan do not preclude the planning or implementation of additional connections during the design phase of the project or additional connections to neighboring communities and adjacent jurisdictions. The comment, including the suggestions provided, will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>F-9 It is important to note that this Mobility Plan is intended to balance and improve mobility facilities for all travel modes, both vehicular and non-vehicular. Overall, the vehicle miles travelled (VMT) is reduced with the plan as routes are prioritized and balanced between vehicular and non-vehicular uses. G Street is one route that is prioritized for vehicular travel, due to its connection with the 94. In turn, adjacent streets are prioritized for other modes to achieve this reduction. Additionally, G Street services MTS Bus Route 235, Rapid bus service between Downtown and Escondido. Maintaining efficient vehicular operations along G Street was determined to be a critical factor to on-time bus performance.</p>
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	<p>F-9 (cont.) This comment reflects the opinion of the reviewer and expresses concern with the G Street mitigation measures and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>F-10 This is a concluding comment on the review of the proposed Plan and support for the goals and objectives presented. No further response required.</p>
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Letter G

To: Brad Richter, Civic San Diego and Councilman Todd Gloria

From: Joyce Summer, President of The Cortez Hill Active Residents Group (CHARG)

Subject: CHARG opposes the proposed bicycle lane on Beech Street from 6th Ave. to PCH as part of the Mobility Plan

Gentlemen:

Last evening our Board of Directors met and voted to oppose the bicycle lanes proposed on Beech Street from 6th Ave. to PCH. We felt that other streets might be a better choice and far safer for all.

We are not opposed to bicycle lanes but just not on Beech Street. We ask that you go back and look for other options.

Some of the reasons for this vote were:

1. 80% of Beech Street in that area has diagonal parking. We believe this would present a hazard for bicyclists.
2. There is a convergence of traffic to travel onto the 5 South during rush hour periods and this could also be dangerous for bike riders.
3. Necessary parking would be eliminated and would also cost the city some parking meter revenue.
4. There already is a non-exclusive bike lane on Ash, which itself is dangerous, particularly during rush hours.
5. Infrastructure improvements should be made first so that it is safer to travel on a bicycle.

G-1

G-1 The comment presents the reasons for the opposition to bicycle facilities on Beech Street presented in the Mobility Plan. Please see Topical Response #2. Additional clarification to the points presented is provided as follows:

- The angled parking along Beech Street will be converted to parallel parking to provide adequate right-of-way for implementation of the two-way cycle track along the south side of Beech Street. The parking will serve as an additional barrier, further protecting cyclists from vehicular traffic.
- The network of protected bicycle facilities will improve cyclist safety and comfort by providing physical separation from vehicular traffic. Safety at intersections will be improved through pavement markings, turn boxes, and bicycle signal phasing.
- The two-way cycle track along Beech Street will provide an alternative to the Class III bicycle route on Ash Street. Beech Street has lower vehicular volumes and speeds than Ash Street. Additionally, cycle track implementation along Beech Street will only require the conversion of angled parking to parallel parking compared to Ash Street, which would require removal of a travel lane or all on-street parking. The Mobility Plan is intended to encourage the general population (interested but concerned riders including children) to live a more active life style and be less auto dependent by providing safe and connective active transportation facilities such as the cycle track on Beech Street.
- The mobility networks identified in the Mobility Plan are intended to provide for the safe travel by all modes. Implementation of the cycle tracks will improve cyclist safety by providing a dedicated, physically separated network of bicycle facilities. All cycle tracks, with the exception of Grape Street and Hawthorn Street, are intended to be implemented in the near-term to realize the safety benefits in the near future.

The Mobility Plan has not been changed in response to this comment; however, the opinions expressed will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter H

LIRA
Little Italy
Residents
Association



Date: February 9, 2016

To: The Downtown Planning & Public Policy Committee

From: Anne MacMillan Eichman, Little Italy Residents Association (LIRA)

Re: Action Item: CivicSD Downtown San Diego Mobility Plan

Good Afternoon, Committee Members:

Congratulations are in order to CivicSD for putting together the comprehensive Downtown San Diego Mobility Plan. We are pouring over it very carefully, since we shall have to live with its final iteration.

At this juncture, LIRA cannot support the suggested corridors for bike lanes in our slice of Downtown. Chief among these is the proposed designation of Beech St. as an east – west corridor. We will assert, in the near future, what we believe are more efficient and viable alternatives – bike lanes we can all agree upon.

We look forward working with CivicSD to help create a Downtown Mobility Plan second to none.

Sincerely,

Anne MacMillan Eichman, LIRA President & LIRA Board of Directors

395 WEST CEDAR STREET, SAN DIEGO CA 92101

H-1

H-1 This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.



Letter I

February 23, 2016

Re: The final review of the Downtown Mobility Plan and its impact on Little Italy

Dear Little Italy Property Owners, Business Owners, Residents, and Friends:

This evening, February 23rd at 6:00pm, the final Stakeholder's Meeting for the Downtown Mobility Plan (DMP) will be held at the San Diego Central Library, 330 Park Boulevard, to make the last adjustments before adoption and implementation of the proposed plan.

The DMP aims to consolidate several existing City of San Diego master and mobility plans into one document.

The section that is a cause of concern for the Little Italy Association (LIA), the Little Italy Residents Association (LIRA) and other neighboring communities is Section 5 of the DMP, which references cycling recommendations. Although LIA and other Downtown organizations recognize that infrastructure is needed for cyclists, the LIA and LIRA have been adamantly opposed to the two streets that cross through the residential hearts of Little Italy; State and W. Beech Streets.

On page 43, of the DMP, the plan recommends for a two-way Class IV (Protected Bike Lane) up/down State and W. Beech Streets, connecting parts of Downtown to Uptown.

This recommendation is not taking into consideration a few major issues:

- 1) The connector on State Street that leads to cyclists through high-traffic freeway intersections, W. Grape and W. Hawthorn Streets, and then continues north to "no man's land" up Reynard Way, which does not connect efficiently to the Uptown communities.
- 2) The loss of the new on-street parking that the LIA proposed over 5 years ago to Civic San Diego, then CCDC, for the conversion of the east-side of State Street to diagonal parking and the north-side of W. Beech Street to head-in parking, would approximately yield an additional 50+ parking spaces for the Little Italy neighborhood.

The LIA and LIRA understand the cyclists need for safe Class IV cycling utilities which is why we both supported the recommended Pacific Highway as the North/South connector between Seaport, Downtown proper, Little Italy, Harbor Island into Point Loma; and W. Ash Street as the West/East connector between Cortez Hill, 4th/5th Uptown connector, Little Italy and the Embarcadero.

LITTLE ITALY ASSOCIATION OF SAN DIEGO

2210 Columbia Street • San Diego, CA 92101 • Phone: 619-233-3898 • Fax: 619-233-4866
Email: mail@littleitalySD.com • Website: www.littleitalySD.com
Facebook: Little Italy San Diego • Twitter / Instagram / Pinterest: @LittleItalySD #LittleItalySD

I-1

I-1 This comment provides the issues identified by the Little Italy Association for proposed bicycle facilities on State Street and Beech. Please see Topical Response #2 which addresses these issues and further explains the proposed Project. The letter will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

The proposed DMP cannot move forward as it is currently recommended by Civic San Diego staff. The LIA and LIRA are looking for your support by attending the Stakeholder's Meeting on this evening, February 23rd at 6:00pm at the San Diego Central Library and opposing the proposed Class IV (Protected Bike Lanes) on State and W. Beech Streets. In an effort to create safe connectors for our Downtown and visiting cyclists, we ask that you voice your support for the LIA and LIRA approved alternative Class IV tracks on Pacific Highway and W. Ash Street.

I-1
cont.

If you are unable to attend this meeting, we request that you draft a letter with your comments/suggestions to Brad Richter of Civic San Diego and cc: the Honorably Councilmember Todd Gloria and Honorable Mayor Kevin Faulconer. Their contact information can be found below.

Brad Richter
Asst. VP of Planning
Civic San Diego
401 B Street, 4th Floor
San Diego, CA 92101
richter@civicsd.com

Councilmember Todd Gloria
City of San Diego
202 C Street, MS #10A
San Diego, CA 92101
toddgloria@sandiego.gov

Mayor Kevin Faulconer
City of San Diego
202 C Street, 11th Floor
San Diego, CA 92101
kevinfaulconer@sandiego.gov

Thank you for your time and support.

Sincerely,



Luke Vinci
Secretary of the Board & Parking Committee Chair
Little Italy Association



Thomas Cervello
Parking Committee Co-Chair
Little Italy Association

WE ARE OPPOSED TO:

- 1) Class 4 (Protected) Bike Lane on State Street;
- 2) Class 4 (Protected) Bike Lane on W. Beech Street;
- 3) Loss of proposed new parking on State Street; and
- 4) Loss of proposed new parking on W. Beech Street.

THE REASONS WE ARE OPPOSED TO CLASS 4 UTILITIES ON STATE & W. BEECH STREETS:

- 1) State Street leads cyclists into 2 major and potentially unsafe freeway arteries then up to Reynard Way with no viable connectors to the Uptown communities on the East. The State Street track also impacts the new diagonal parking that LIA proposed over 5 years ago, which was endorsed by Civic/CCDC and DPMG;
- 2) W. Beech Street impacts the new head-in parking that LIA proposed over 5 years ago, which was endorsed by Civic/CCDC and DPMG; and
- 3) Any loss of current or new parking is detrimental to an already parking impacted Little Italy and Downtown.

WE SUPPORT:

- 1) Class 4 (Protected) Bike Lane on Pacific Highway with hard curb protectors;
- 2) Class 4 (Protected) Bike Lane on W. Ash Street with hard curb protectors;
- 3) Class 3 (Sharrow) Bike Lanes throughout the interior of the Little Italy community;
- 4) New Diagonal Parking on State Street; and
- 5) New Head-In Parking on W. Beech Street.

THE REASONS WE SUPPORT CLASS 4 UTILITIES ON PACIFIC HIGHWAY & W. ASH STREET:

- 1) Pacific Highway, as a North/South track, connects Seaport Village, Downtown proper, Little Italy, Harbor Island into Pt. Loma; all while cycling safely along the beautiful San Diego bay;
- 2) W. Ash Street, as a West/East track, connects Cortez Hill, the 4th/5th Avenue Uptown connectors, Little Italy to the Embarcadero/San Diego Bay; and
- 3) With the Class 4 utilities on Pacific Highway and W. Ash Street, State and W. Beech Streets will be converted, with City of San Diego approval, to diagonal and head-in parking; yielding an additional 50+ new parking spaces in Little Italy on those two streets alone.

I-1
cont.



Letter J

February 29, 2016

Brad Richter
Assistant Vice President - Planning
Civic San Diego
401 B Street, Suite 400
San Diego, CA 92101

Dear Brad:

On behalf of BOMA San Diego, our 300 members companies, and the thousands of employees we represent in the building management industry we thank you for the opportunity to learn more about the Downtown Mobility Plan. Our members are very supportive of efforts to improve circulation and protect pedestrian and bicycle safety to provide walkable and bicycle friendly urban environments.

J-1

As noted during our discussion, we have some concerns about the potential impacts of these improvements and want to provide our organization's input for consideration during the hearing process.

Parking - BOMA San Diego believes providing adequate parking should be a focus of this planning effort. At a minimum, any plans to provide urban open space and dedicated bike lanes should not come at the expense of parking. BOMA believes parking to be lost from the implementation of the mobility plan should be replaced at a one to one ratio in the areas where they are being removed so there is no net loss.

J-2

Urban Open Space - while BOMA appreciates the desire for additional urban open space, we are concerned that open space already provided in the downtown community is not well utilized, and when it is utilized, it is serving as grounds for homeless encampments, illicit drug activity or areas for loitering and other criminal activity. BOMA understands that Civic, the City of San Diego, Housing Commission and Police Department are working to find solutions to these undesirable activities, but believe that implementation of any plans for additional open space come with programs to directly address these issues so as not to exacerbate the quality of life challenges these areas already face. One only need look at C Street as a failed example of an attempt to create a pedestrian and transit promenade to enhance a retail corridor, only to have the aforementioned activities erode the economic viability in the corridor.

J-3

Pedestrian Safety - BOMA fully supports efforts to enhance and protect pedestrian activity, but believe that traffic-calming measures for the purpose of pedestrian protection

J-4

J-1 The comment is an introduction to comments that follow which are addressed individually below.


J-2 This comment does not address the adequacy of the SEIR. However, the following clarification on parking for Downtown, as explained in the Mobility Plan, are included as follows:

Chapter 13 of the Mobility Plan identifies short- and long-range projects. Implementation of all short-range projects is estimated to have a minimal to no impact on parking. Implementation of the short-range projects, including all Cycleways, with the exceptions of Hawthorn Street and Grape Street; 14th Street and E Street Greenways; parallel to angled parking conversion; and the East Village Green parking garage will result in a net increase of 227 parking spaces throughout Downtown.

In the near future Civic San Diego will undertake a new comprehensive block-by-block parking assessment for Downtown to better understand existing demand, issues, and opportunities to increase parking.

J-3 Comment noted. Comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

J-4 Transit and emergency services will not be adversely impacted by implementation of the pedestrian improvements. Access to all buildings will be maintained.

<p>must be carefully crafted with consideration for all services including, but not limited to, transit and emergency services such as fire, ambulance, and police, as well as access to buildings by vehicles, both for tenants and guests, as well as service vehicles from the vendor community.</p> <p>Funding - BOMA understands that Civic is proposing a number of potential funding sources and is not necessarily recommending any one revenue stream over another. That said, because there was a list of potential funding sources in the presentation, BOMA is concerned about some of these, including the suggested use of parking district revenue for non-parking related projects. While the other elements of the plan may be laudable, we believe this revenue should be primarily used for improving an already problematic parking situation downtown. While we understand the goal of reducing reliance on automobiles, the practical reality is that people drive and parking should be a part of the planning mix. The mobility plan does nothing to address the parking deficit; in fact, it does just the opposite by significantly reducing the net number of parking spaces downtown. In terms of adding these projects to the CIP list to utilize DIF funding, BOMA is concerned that the other projects on the list will be de-prioritized or DIF fees will be proposed for increase to cover these new projects. BOMA urges caution in exploring this source or revenue since the fee load downtown is already significant.</p> <p>Implementation – Many of the concerns outlined above can be addressed and alleviated with conscientious prioritization and phased-in implementation to ensure the ability to mitigate, financially and otherwise, the potential issues immediately upon project completion. BOMA believes the implementation plan should be drafted to ensure that these goals are achieved.</p> <p>BOMA appreciates the outreach effort Civic San Diego is undertaking and your consideration of our concerns. Through this outreach and dialogue Civic San Diego can create a policy that truly meets the goal of serving all users equally. We look forward to further discussions with you and Civic San Diego on this subject. In the meantime, if you have any questions or comments on these points, please contact our Legislative Advocate, Craig Benedetto, at (619) 546-7451 or by email at craigb@calstrat.com.</p> <p>Sincerely,</p>  <p>Lynn Hulbert President, BOMA San Diego</p>	<p>J-4 cont.</p> <p>J-5 J-5 Comment noted. The Mobility Plan lists potential sources of funding. The specific project costs and funding sources will be identified in the design phase and funding sources will be approved by the City council as part of the Capital Improvement Program budget process. No increases in Development Impact Fees are anticipated as the improvements in the Mobility Plan were anticipated in the Downtown Public Facilities Financing Plan adopted in 2014. The use of the various funding sources will be in accordance with their regulating provisions.</p> <p>J-6 J-6 Comment noted. Chapter 13 of the Mobility Plan identifies short- and long-range projects. Implementation of all short-range projects will not result in any net decrease in public parking. Implementation of the short-range projects, including all Cycleways, with the exceptions of Hawthorn Street and Grape Street; 14th Street and E Street Greenways; parallel to angled parking conversion; and the East Village Green parking garage will result in a net increase of 227 parking spaces throughout Downtown.</p> <p>J-7 J-7 This is a concluding comment on ongoing coordination and provides contact information. No further response required.</p>
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Letter K

East Village Residents Group
Review and Recommendations Concerning the Proposed
Downtown San Diego Mobility Plan
March 5, 2016

Overview:

Parking Demand Context:

East Village is projected to increase its' current population (13,000) to approximately 30,000 by the year 2030. Likewise Downtown San Diego is projected to grow to 90,000 residents by 2030 (up from 35,000 today). If this population projection proves correct, then the approximately 55,000 new residents will conservatively increase the demand for parking by least 27,500 spaces (one automobile per two residents). Yet, rather than increasing the number of parking spaces, the proposed downtown San Diego Mobility Plan will decrease the current number of parking spaces by 730, despite a population increase of roughly 157%. Such a decision represents poor planning and ignores the importance of ample parking to urban economic development and livability.

K-1

Recommendations:

Although the strategy aims to reduce downtown automobile usage from 66% to 46% based on 2012 data is a wonderful goal, there are several concerns that EVRG would like to address:

- The Downtown Mobility Plan assumes that the majority of downtown residents will become automobile free. This assumption is deeply flawed. There will always be a need for the majority of the residents to own at least one car: for flexibility, long trips, to take children to appointments (doctors/dentists), for grocery shopping, inlement weather conditions, etc. Even these one-car residents will need available parking spaces for their families. Even if the majority of apartments and condos provide one-car per unit parking spaces within their developments, many residents will pursue street parking for additional vehicles (or to avoid the rental costs of these complex parking facilities as is already occurring). If residents have two cars per units, which seem standard for most current downtown residents, the number of residents seeking street parking will increase substantially. Moreover, businesses need to have ample parking to survive and attract customers from a broader area. If the city expects downtown residents not to use cars, then it will need to ensure that regional retailers are able to be successful in downtown, which means providing adequate parking.
- Commuters and day workers traveling into downtown, especially East Village, will increase dramatically. Already thousands of square feet of office space are planned for East Village. As the East Village grows, parking availability will be key so that business meetings, lunches, etc. can be facilitated in East Village. If parking is expensive or a pain, professionals from around the county won't want to do business here.
- As the population of San Diego increases, automobiles attending downtown events will increase in number, too. Route 163 reflects the population preference to bring automobiles downtown during Padre games, special events, and to attend the theater/symphony. To prevent congestion and enhance the quality of the experience for downtown visitors and minimize the disturbance to residents, the city must ensure parking is available and use new technologies (not apps) to guide motorist to available parking.

K-2

K-3

K-4

K-5

It may be cliché, but Californians have always had a love affair with their automobiles. That can change, but it will first require a viable convenient alternative. That means having dense enough housing, concentrated transit-served employment centers, and alternative transportation methods (bike, rapid mass transit), so that residents will choose not automotive choices. To ensure, the East Village quickly

K-1 This is an introductory comment which provides context for the individual comments which follow. The growth projection in Downtown population is an important factor for planning and designing mobility networks to encourage travel mode shift from auto to walk, bike, and ride transit, in order to avoid significant traffic congestion in the future. In addition, all future development is required to provide parking for the given land use based on adopted parking requirements in the San Diego Municipal Code. The parking changes identified in the Mobility Plan do not take into account potential additional parking facilities that may be constructed in the future. Where additional clarification and support can be provided for subsequent comments, it is provided below. The information provided in response to this letter is consistent with the analysis presented in the Mobility Plan and the Technical Report. No changes to the SEIR are required.


K-2 The forecast mode shares presented in the Mobility Plan were the result the SANDAG-approved MXD model combined with a Downtown specific bike model which takes into account buildout of all planned land uses and transportation facilities. The model results estimate a shift in mode choice, including a 15 percent increase in active transportation trips (biking and walking) and a 5 percent increase in transit use. The continued development of Downtown coupled with improved bicycle and pedestrian infrastructure and improved transit service and access is estimated to further contribute to the modal shift.

K-3 The Mobility Plan, and the corresponding Technical Report, account for both population growth in Downtown as well as an increase in commuters and visitors through 2035. No further response required.

K-4 Please refer to response K-3 above.

K-5 The Mobility Plan is intended to be implemented in phases. This is due to multiple factors, including funding, coordination of construction and development, as well as the needs of residents and business as noted in the comment.

	<p>K-5 (cont.)</p> <p>Chapter 13 of the Mobility Plan identifies short- and long-range projects. Implementation of all short-range projects will not result in a net decrease in public parking. Implementation of the short-range projects, including parallel to angled parking conversion and the East Village Green parking garage, will result in a net increase of 227 parking spaces throughout Downtown.</p> <p>All Cycleways, with the exceptions of Hawthorn Street and Grape Street, are also included as short-range projects as a means to improve cyclist safety and comfort in the near term. The Cycleways will include improvements to the intersections of Park Boulevard and Russ Boulevard, and Fourth Avenue and Cedar Street.</p> <p>Cycleways along the full extent of Broadway through Downtown and Market Street were considered during the network development phase, which would have included improvements to the intersections of 16th Street and Broadway, and 16th Street and Market Street. However, after discussing the roadway modifications required to implement cycle tracks on these roadways with community members and other stakeholders, these facilities were ultimately left out of the recommended network. Potential cycle tracks along Broadway and Market Street were analyzed in the Downtown Mobility Plan Technical Report. These analyses provide flexibility for future implementation should community attitudes shift regarding mobility along these corridors.</p>
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<p>develops into a sustainable community that can function with limited automobile use, ample parking must be provided to attract significant retail, professionals, business, and dense residential development at multiple price points. It is therefore EVRG's recommendation that the Downtown San Diego Mobility Plan be implemented in phases that reflect the needs of residents and business (rather than imprudent shifts that might stymie growth and resident quality of life). EVRG suggests the following as a starting point:</p> <ul style="list-style-type: none"> • Improve bike lanes at the intersections with historically higher frequency of bicycle-involved collisions; such as, Park Boulevard and Russ Boulevard, 16th Street and Broadway, 16th Street and Market Street, and Fourth Avenue and Cedar Street. • Create an easy to understand "bike street" system. The current plan requires cyclists to twist through downtown block by block, rather than straight clear paths through the city. Instead, implement clear east-west/north-south bikeways; perhaps the C Street Corridor and Park Boulevard Corridor plan as bike only streets. Implement the J Street and State Street bike plan. These four streets will provide a rectangle cycle pathway within downtown San Diego. Bike racks should be installed along the pathway for frequent stops to allow the cyclist to walk to nearby businesses, shops, etc. <p>To reduce the automobile congestion caused by commuters, EVRG recommends the following:</p> <ul style="list-style-type: none"> • Recognize a Regional Approach is Necessary to Decrease Car Usage Downtown. Create parking structures along the trolley lines for commuter use. Require office developments outside of downtown (Rancho Bernardo, Sorrento, Kearny Mesa) to run shuttles to transportation lines, so that young professionals that can only afford to live downtown, but work there are able to do so without a car. • Use Parking Garages to Spark Quality Sustainable Community-Business Development. Build vertical or underground parking facilities to accommodate the commuter/visitor traffic. Although the report identifies the East Village Green's 200-space public parking structure, more are needed. The Parking Management District should focus on building parking structures to support fledgling retail businesses and residents along the Broadway and C Street Corridors. "Park-It-On-Market" was successful at helping Market Street and Gaslamp to attract customers to businesses. The Broadway corridor desperately needs a similar parking garage to serve the Upper Gaslamp/Broadway area. • Reutilize streets. Consider transforming streets into slow speed parking lots to increase parking availability- perhaps, 7th, 8th, 9th, and 13th streets. Immediately move to add slanted parking to streets or "vertical parking" like Little Italy. • Be Bold. With 90,000 residents, businesses, thousands of tourists, new hotels, and regional entertainment centers, San Diego should progressively think about building a mass transit backbone for the next century. Already, the trolley is nearing capacity and blocking traffic on 10th and 11th during peak hours. Consider, a mass transit line from the airport, through Little Italy, past City Hall/Horton Plaza, and under 7th down to East Village/Ballpark. This could form the backbone of a line that could also serve redevelopment of the Midway district and Sports Arena site to include very high density housing in the center of the region to support downtown economic growth and expanded mobility.  <p style="text-align: right;">Page 2</p>	<p>K-5 cont.</p> <p>K-6</p> <p>K-7</p> <p>K-8</p> <p>K-9</p> <p>K-10</p>	<p>K-6 The Cycleways network is intended to provide coverage throughout the Downtown community. Every street in Downtown was reviewed to assess feasibility during the plan development process. The majority of these corridors are direct, providing mobility options across the community (Pacific Highway, State Street, Sixth Avenue, Park Boulevard, J Street, Hawthorn Street, and Grape Street). The varying curb-to-curb widths along Broadway, and C Street preclude implementation of a continuous east-west facility through the center of Downtown. The slight jog between Third Avenue and Sixth Avenue was determined the most feasible option to provide a protected east-west facility through the heart of Downtown. It is also anticipated that a wayfinding program will be developed post implementation of these Cycleways.</p> <p>K-7 Chapter 9 of the Mobility Plan provides goals to encourage the development of parking structures and shared parking, including Parking Goal 1 (P-G-1) and P-G-2. The recommendations set forth in the Mobility Plan do not preclude the development of additional future parking structures.</p> <p>The use of shuttles is encouraged by Transportation Demand Management Policy 1 (TDM-P-1), however, requiring private developments outside of Downtown and outside of the City of San Diego to provide shuttle service is beyond the jurisdictional reach of the Mobility Plan. The recently expanded Rapid and Rapid Express bus service does provide high-frequency and limited-stop connections between Rancho Bernard, Sorrento Valley, Kearny Mesa and Downtown.</p> <p>K-8 Chapter 9 of the Mobility Plan provides goals to encourage the development of parking structures and shared parking, including Parking Goal 1 (P-G-1) and P-G-2. Transportation Demand Management Goal 2 (TDM-G-2) also encourages the use of joint parking arrangements.</p> <p>The recommendations set forth in the Mobility Plan do not preclude the development of additional future parking structures. In the near future Civic San Diego will undertake a new comprehensive block-by-block parking assessment for Downtown to better understand existing demand, issues, and opportunities to increase parking.</p>
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	<p>K-9 The Mobility Plan proposes to increase on-street parking through the conversion of parallel parking spaces to angled parking spaces on numerous streets. In the near future Civic San Diego will undertake an update to the Comprehensive Parking Plan for Downtown to better understand existing demand, issues, and opportunities to increase parking. This update will include a comprehensive block-by-block parking assessment which will include the referenced streets as well as the Little Italy neighborhood.</p> <p>K-10 Comment noted. Public transportation infrastructure is planned, engineered, and built by SANDAG, the regional planning agency. MTS operates local bus, Rapid Bus, and Trolley services. The Coaster is operated by the North County Transit District (NCTD), while Amtrak operates rail services. Transit Policy 3 (T-P-3) encourages further coordination with these agencies.</p>
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Letter L



Brad Richter, Vice President - Planning
Civic San Diego
401 B Street, Suite 400
San Diego, California 92101

March 7th, 2016

Dear Mr. Richter,

Thank you and congratulations for presenting this seminal mobility plan for downtown. This plan and its implementation will prove to be the game-changing moment in history when San Diego got serious about becoming a world-class city with a diverse, accessible, affordable and healthy transportation system.

When the City Council unanimously passed the Climate Action Plan (CAP) last December, it was a watershed moment for San Diego. The new CAP will help guide the development and planning of our city for decades, including new goals and strategies around how people are going to commute to reduce our carbon footprint.

It has been exciting to see plans come through the pipeline that will help make these goals a reality. Civic San Diego's Downtown Mobility Plan is one of those critical implementation plans. As demonstrated by the data and analysis performed in the technical appendix of the Climate Action Plan, this plan will support the City's transit/bike/walk mode share goals for transit priority areas outlined in the CAP and highlighted in the CAP's map of transit priority areas. Further, when you look at any city with a world-class transportation system, the hub is always in the downtown urban area. As a result, we fully endorse this draft plan.

As the public comment period comes to a close this week we hope that you see a positive response from the community in favor of the plan. Please let us know if there is any further support that we can give the Downtown Mobility Plan in the weeks and months to come.

Sincerely,

Nicole Capretz
Executive Director

Climate Action Campaign
4452 Park Blvd., Suite 209 San Diego, CA 92116
www.climateactioncampaign.org

L-1

L-1 This letter expresses support for the proposed Mobility Plan for its role and relevance in implementing the City's goals related to the CAP. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.



Letter M

Date: March 10, 2016

Re: The final review of the Downtown Mobility Plan and its impacts on Little Italy

Dear Brad,

Our LIRA Board of Directors and Members applaud the time and effort put into drafting the Downtown Mobility Plan. We also recognize the importance of having the finished product reflect the teamwork of all the Stakeholders. To that end, we respectfully suggest several changes to Section 5's cycling recommendations pertaining to our Community.

Specifically, we are opposed to Class 4 Utilities on W. Beech St. because:

- 1. W. Beech St. is density populated with high rise residential buildings, housing several thousand people who rely on the safety and convenience of its two-way lanes.
- 2. W. Beech is a critical component to help satisfy our need for more parking – parking we proposed over 5 years ago and can less afford to lose now than before, due to the growth of our Community and the Businesses supported by our burgeoning population, along with the many Visitors who frequent Little Italy.
- 3. It has been argued that the County Administration Parking facility can handle the overflow of traffic. But at a cost of \$10.00 to park there, it is not an attractive alternative.
- 4. W. Beech is needed for high traffic volume from cars entering and exiting the County Administration building.
- 5. The bike riding experience is diminished by constant stops at Stop Signs and intermittent Traffic Stop Signals.

M-1

(As a side note, the Cortez Hill Active Residents Group Board agrees with our stance not to lose any parking spaces. And they dearly want to hold on to the ones they have on W. Beech St.)

M-2

Instead of W. Beech St., we support Class 4 Utilities on W. Ash because:

- 1. It is a one-way street unencumbered by the high density of W. Beech and the distractions of two-way traffic.
- 2. Bicycle riders will flow with the traffic and only be interrupted by stops at Traffic Stop Lights not Stop Signs, too.
- 3. W. Ash as a West/East track connects Cortez Hill, the 4th/5th Avenue Uptown Connectors, Little Italy to the Embarcadero/San Diego Bay.

M-3

395 WEST CEDAR STREET, SAN DIEGO CA 92101

M-1 Please refer to Topical Responses #1 for information regarding on-street parking and #2 for more detail on the concerns raised about the location of bicycle facilities raised in this letter. This comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. Additionally, it should be noted that two-way vehicular traffic circulation will be maintained along Beech Street with implementation of the Mobility Plan. The proposed Mobility Plan does not propose travel lane removal along Beech Street. Cyclist safety along Beech Street will be improved by providing the protected/physically separated bicycle facilities.

While the frequent stop signs force cyclists to stop at the majority of Beech Street intersections, the Stop Signs also contribute to slower vehicular traffic speeds and lower volumes compared to Ash Street. These stop signs exist regardless of the type of bicycle facilities, Class III or Class IV. In addition, consistent with the adopted Downtown Community Plan, traffic signals are planned to be installed at the Beech Street intersections of Pacific Highway and Beech Street, Kettner Boulevard and Beech Street, and India Street and Beech Street.

M-2 Comment noted.

M-3 Please refer to Topical Responses #2 and #3 and response to Comment #1 above The Downtown Mobility Plan does not preclude the Uptown community from providing additional facilities. Hawthorn Street, Grape Street, Fourth Avenue, and Fifth Avenue all provide connections to the Uptown Communities.

LIRA
Little Italy
Residents
Association

Furthermore, we are opposed to Class 4 Utilities on State St. because:

- 1. State St. between Ash and Cedar has the highest FAR and density in Little Italy and Residents use State Street extensively for ingress and egress.
- 2. State St. is home to Our Lady of the Rosary Church which is very active throughout the week with Masses, Funerals, Weddings, etc.
- 3. State St. is also home to Washington Elementary School with children going in and out , and parents dropping them off and picking them up throughout the day.
- 4. State St. takes cyclists through high-traffic freeway intersections, W. Grape and Hawthorn, then travels north up Reynard way but does not connect to the Uptown Communities.

M-3
cont.

We do support Class 4 Utilities on Pacific Highway because:

- 1. Pacific Highway is the ideal North/South connector between Downtown and Seaport Village, Little Italy, Harbor Island, into Point Loma.
- 2. Pacific Highway allows for safe traveling on flat surfaces along the scenic San Diego Bay.

M-4

M-4 This comment supports cycle tracks on Pacific Highway. No further response required.

We do support Class 3 (Sharrow) bike lanes throughout the interior of the Little Italy, including W. Beech St. and State St.

M-5

M-5 This comment supports Class III bicycle routes through Little Italy. No further response required.

In summary, we believe our alternative suggestions offer more sensible and safer solutions for cyclists as they share the roadways around our Downtown. And at the same time, these suggestions also honor the Residents and Businesses that comprise our Little Italy Community while helping to facilitate much needed additional parking spaces on our streets.

M-6

M-6 This is a concluding comment on the review of the proposed Plan. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

In the spirit of collaboration, we respectfully urge you to implement these revisions to the Downtown Mobility Plan.

Thank you.

Respectfully,



Anne MacMillan Eichman, LIRA President

Cc: Mayor Kevin Faulconer: kevinfaulconer@sandiego.gov
City Council District #3 Representative Todd Gloria: toddgloria@sandiego.gov

395 WEST CEDAR STREET, SAN DIEGO CA 92101



Letter N

March 10, 2016

Mr. Brad Richter, vice-president
Civic San Diego
401 'B' Street Suite 400
San Diego, CA 92101-4298

Dear Brad,

Sam Patella and I have carefully reviewed the current draft of the Mobility Plan. Although we appreciate the good work you and your staff have done, and are impressed by many good ideas in the Plan, we do not support the current draft.

N-1

N-1 This comment expresses the opinions of the commentator and references comments that follow which are addressed individually below.

We believe that the Plan needs improvement in some important areas including: pedestrian trips in terms of safety and a pleasing environment; levels of available parking; phasing; metric monitoring and regrouping; ways to properly minimize car use; the emphasis on City Planning as the best way to reduce vehicular trip miles, and to create a City of Villages; ensuring sustainability through lifestyle amenities via ease of transportation; further concept development of the proposed Circulator Shuttle system; and, further exploration of storm water recovery.

N-2

N-2 The Mobility Plan is intended to focus on network improvements only and based on the same land use assumptions as the currently adopted Community Plan. One of the main goals of the Mobility Plan is to reduce auto dependency by providing safe and connective networks to encourage biking, walking and taking transit. This comment addresses the objectives of the proposed Project and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

We believe it is a mistake to assume that fewer vehicular trips, or trips of shorter length mean a reduction in number of cars downtown, and thusly a reduction in necessary parking. Many pro-forma "delivered benefits" rely on this assumption which we believe to be erroneous.

Sam and I would make ourselves available for discussions at your convenience. Perhaps, this might be a more productive and constructive venue than public meetings. We will also attend the upcoming EV Community Issues Committee meeting to make our comments on the Plan. We'd like to contribute to your plan in hopes to witness its eventual success.

N-3

N-3 This is a concluding comment on the request for ongoing coordination and input has been noted. No further response required.

Sam is a committee member of the EV Pre-design Committee, and of the Community Issues Committee. He is also a founding member of the EV Foundation. I am on the EV Board and am a member of the EV Community Issues Committee.

Regards,

Jerry Navarra
Managing Partner, Navarra Property Management

Sam Patella
Senior Vice President,
Urban Housing Partners

Letter O



March 11, 2016

Brad Richter, Vice President – Planning
Civic San Diego
401 B Street, Suite 400
San Diego, CA 92101

Re: BikeSD Comments on the Downtown San Diego Mobility Plan (Mobility Plan)

Dear Mr. Richter,

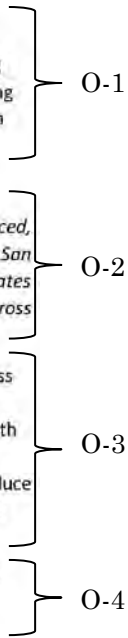
BikeSD is an independent, non-government, member-supported non-profit advocacy organization. The mission of BikeSD is clear, to establish San Diego as a world-class bicycling city and create a more livable urban community by promoting everyday riding and advocating for bicycling infrastructure. To that end, we would like to congratulate and support Civic San Diego on the preparation and proposal of the Downtown San Diego Mobility Plan.

As stated on page 1 of the Mobility Plan,

"The Downtown San Diego Mobility Plan ("Mobility Plan") presents a balanced, multimodal long-range plan for transportation, setting the stage for Downtown San Diego ("Downtown") to become a world-class urban center that both accommodates high quality urban living for its residents and workers and attracts visitors from across the nation and world."

Overall, the Mobility Plan achieves this goal. The Mobility Plan will help to ensure the success of City's adopted Bicycle Master Plan and Climate Action Plan. By focusing on the implementation of multi-modal infrastructure, the City will be able to reach the goals set forth in recent GHG reduction mandates set by the State Legislature including AB32/SB375. The Mobility Plan calls for the application of road diets and traffic calming options, which will induce bicycling and walking, which in turn, helps to make the urban environment more livable and economically vibrant.

While BikeSD supports the Mobility Plan as presented in February, there are a few points of improvement that should be employed to make the plan exceptional.

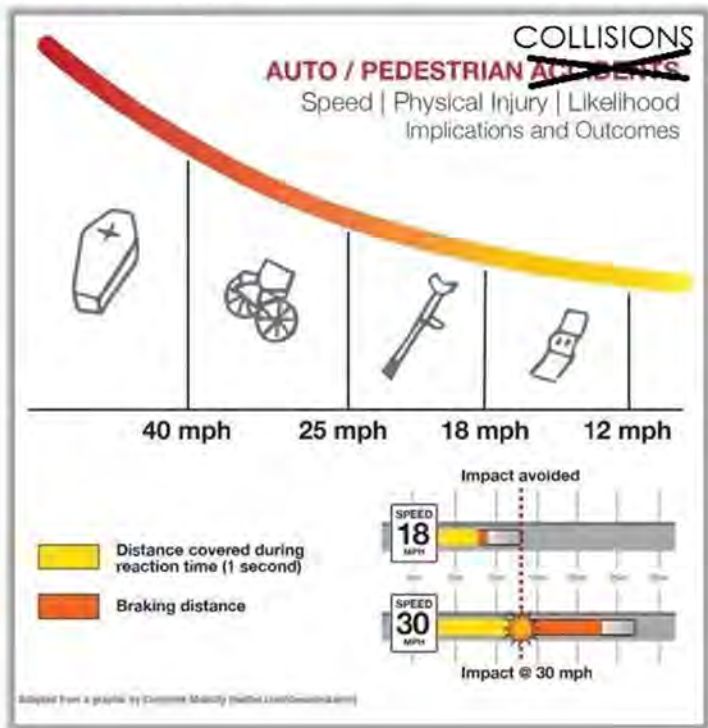


- O-1 This is a concluding comment on the request for ongoing coordination and input has been noted. No further response required.
- O-2 This comment reiterates the goal of the plan and does not address the adequacy of the SEIR. No further response required.
- O-3 This comment provides a summary of the plan components and is not at variance with the SEIR.
- O-4 The comment is an introduction to specific suggestions that follow which are addressed individually below. This comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

1. The Mobility Plan leaves out two very important corridor connections as no improvements are proposed for both Market Street and Broadway downtown. These two street connections are included in the Vision Zero plan yet they have not been identified to receive treatments and should be prioritized [\[http://www.circulatesd.org/visionzerosd/\]](http://www.circulatesd.org/visionzerosd/). It should be noted that in San Francisco, auto movements have been restricted on their main downtown corridor - Market Street. [\[http://www.citylab.com/design/2015/06/to-improve-street-safety-san-francisco-bans-cars-from-turning/396473/\]](http://www.citylab.com/design/2015/06/to-improve-street-safety-san-francisco-bans-cars-from-turning/396473/)
2. High speed differentials cause dangerous conditions, BikeSD strongly recommends that ALL streets that are not the main arterials, have the posted speeds reduced to 20mph. If this Mobility Plan is going to work and create a SAFE multi-modal transportation system, cars will simply need to go slower.

O-5

O-6



- O-5 Cycle tracks were considered for both Market Street and Broadway. However, after discussing the roadway modifications required to implement cycle tracks along these roadways with community members, City officials, and other stakeholders, these facilities were ultimately left out of the recommended network with the exception of Broadway, west of Third Avenue. Potential cycle tracks along both Market Street and the full Broadway corridor within Downtown were analyzed in the Mobility Plan Technical Report. These analyses provide flexibility for future implementation should community attitudes shift regarding mobility along these corridors.
- O-6 Comment noted. Changing posted speed limits requires detailed engineering speed surveys and analysis that were not within the scope of this project.

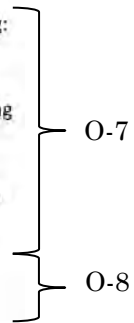
3. Finally, the issue of parking There are two ways to increase vehicle parking: build more or reduce demand. BikeSD supports the reduction of demand as the best solution for downtown San Diego. The use of innovative parking solutions must be considered across the entire project area. The Mobility Plan should consider proposing parking minimum reductions to allow for increased flexibility and more options for development. Also, part of the piece of the parking puzzle must include the development of a robust transit network to provide the public with the opportunity to visit downtown areas, and not have to drive and park there.

Thank you for your consideration of these comments.

Sincerely,



Sam Ollinger, Executive Director of BikeSD



O-7 Comment noted. The Mobility Plan outlines Transportation Demand Management goals, policies, and recommendations in Chapter 8 as a means to reduce auto dependency. Chapter 7 Transit includes goals and policies supporting improved transit service and accessibility

O-8 This is a concluding comment. No further response required.

Letter P



Circulate San Diego

1111 6th Avenue, Suite 402
San Diego, CA 92101
Tel: 619-544-9255
Fax: 619-531-9255
www.circulatesd.org

March 11, 2016

Brad Richter
Vice President - Planning
Civic San Diego
401 B Street, Suite 400
San Diego, California 92101

Mr. Richter,

On behalf of Circulate San Diego, it is my pleasure to write a letter in support of the [Downtown San Diego Mobility Plan](#). The proposed layered network is excellent and will bring safer, improved mobility to downtown for people walking, bicycling, taking, transit and driving.

In order to ensure a well- balanced Downtown Mobility Plan, Circulate San Diego supports:

- A balanced transportation network in downtown for bikes, cars, pedestrians and transit users
- Prioritizing biking, walking and transit use in downtown and helping the city reach its Climate Action Plan mode share goals
- A connected, safe network of bike lanes and protected bike lanes throughout downtown
- Safe connections to area destinations including restaurants, shops, sports and cultural venues and the waterfront.
- Project implementation as proposed to realize these goals

We would like to make the following recommendations to the proposed policies and actions in the Plan, which we believe will strengthen the Plan's goals and outcomes.

Pedestrians

1. Figure 4-1 of the Downtown Mobility Plan outlines pedestrian needs, including areas with a high concentration of collisions and high demand. Yet there is no clear indication how solutions for areas with high collisions will be implemented. Please consider including language that prioritizes safety improvements in the high collision areas.
2. Chapter 4, Pedestrian Movement, discusses the barriers and safety concerns related to interstate freeway on/off-ramps and underpasses associated with the freeways. Yet there are no clear policies


Creating excellent mobility choices and vibrant, healthy communities.

P-1

P-1 This is an introductory comment identifying the role of the reviewer. This comment provides general support for the Mobility Plan and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

P-2

P-2 The Mobility Plan is a long-range, communitywide planning document and is not intended to provide comprehensive pedestrian improvements. The intersection concept designs presented in Appendix F include pedestrian improvements, such as bulb-outs and high visibility crosswalks, to demonstrate feasibility and to assist with costing on a communitywide level. Identifying the location of each of these improvements is beyond the scope of this document and will be further assessed at the individual project level.

<p>or projects proposing solutions to these barriers. Please consider adding a new policy that addresses these concerns, specifically, to "Work with Caltrans to enhance safety and aesthetics of interstate crossings."</p> <p>3. Chapter 13 and Appendix E both refer to pedestrian improvements on corridors not identified as greenways. Yet it is not clear what types of specific improvements will be made. Please consider including a figure to illustrate where these additional improvements will be implemented.</p> <p>Bicycling</p> <p>The plan proposes a series of Class IV bicycle tracks on several roadways. In contrast to standard Class II bike lanes not only will the bikes have their own right of way, but they will be physically separated from traffic by barriers. The bikeways will not only make cyclists' commutes easier and downtown bike rides more fun, but will also help solve the first/last mile problem and facilitate access to transit.</p> <p>1. While the proposal does mention DecoBike, it does not elaborate on how to best integrate the bikeshare system with the cycle track network. Stations should be situated to allow cyclists to access bikeways without interacting with auto traffic.</p> <p>2. In addition, MTS and DecoBike should work together to develop transit-bikeshare combination passes, attracting customers to both networks, and the bikeshare system should accept Compass Cards (which will be feasible once a stored value feature is implemented) for payment.</p> <p>General</p> <p>Vision Zero is a national campaign to eliminate all traffic deaths by 2025. The strategy combines engineering, education, and enforcement, and has proven to be successful in other U.S. and European cities. San Diego's City Council voted to adopt Vision Zero in October 2015 to achieve the goal of zero traffic deaths in San Diego by 2025.</p> <p>1. Please include language regarding Vision Zero, as well as the policy to end traffic deaths by 2025, in the Plan to be consistent with the City's resolution.</p> <p>Conclusion</p> <p>If implemented as presented, Civic San Diego's proposed Downtown Mobility Plan will be a huge step forward not just for the neighborhood, but for transportation in the San Diego area. Residents from all areas will be able to take advantage of the amenities, which include attractive green space, the region's first cycle tracks, and efficient transit service. Circulate San Diego strongly supports this plan.</p> <p>Sincerely,</p>  <p>Kathleen Ferrier, Director of Advocacy</p> <hr/> <p><i>Creating excellent mobility choices and vibrant, healthy communities.</i></p> <p>2</p>	<p>P-2 (cont.)</p> <p>Specific policies were reviewed in consideration of this comment. Pedestrian Policy 1 (PM-P-1) was revised to read: "Throughout the entire Downtown community:</p> <ul style="list-style-type: none"> • Undertake strategic streetscape improvements (such as sidewalk widening, bulb-outs enhanced lighting and signage); • Lengthen traffic signal walk times for pedestrians, and explore the feasibility of 'all walk' signalization at intersections with heavy pedestrian demands, where needed; • Accept lower levels of automobile traffic level of service at intersection locations across Downtown along Greenways and Cycleways; and • <i>Prioritize safety improvements in high collision areas.</i>" <p>PM-P-6 was also added to read "Collaborate with Caltrans to enhance safety and aesthetics at freeway ramps."</p> <p>This revision clarify polices in the Mobility Plan and do not change the conclusions in the SEIR.</p> <p>P-3 This comment provides general support for the bicycle improvements proposed in the Mobility Plan and does not address the adequacy of the SEIR. DecoBike integration will be looked at in greater detail at the individual project level. The Mobility Plan also promotes and does not preclude additional coordination or facilities that support the goals of the Mobility Plan. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>P-4 PM-G-5 was added to read "Eliminate traffic deaths and serious injuries in Downtown by 2025." The addition of this policy does not require changes to the conclusions in the SEIR.</p> <p>P-5 This is a concluding comment expressing general support for the Mobility Plan and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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Letter Q



CITIZENS COORDINATE FOR CENTURY 3

2127 Olympic Parkway
Suite 1006, #273
Chula Vista, CA 91915
Phone 858.633.3860
E-mail: c3sandiego@sbcglobal.net
www.c3sandiego.org

March 11, 2016

DIRECTORS

Roger Lewis -
President

Brad Richter
Vice President - Planning
Civic San Diego

David Abrams

401 B Street, Suite 400
San Diego, California 92101

Kathleen
Ferrier

On behalf of Citizens Coordinate for Century 3 (C3) it is my pleasure to write a letter in support of the Downtown San Diego Mobility Plan.

Larry Herzog

The Downtown San Diego Mobility Plan will establish policies, programs and projects that will improve overall mobility throughout the Downtown San Diego area. The Plan will provide for the development of a cohesive network of complete streets, which will:

Douglas Kot

Cary Lowe

- increase priority and safety for bicyclists and pedestrians by providing supportive facilities and amenities
- provide desirable connections for all users to public parks, main shopping areas, entertainment facilities, major attractions, the waterfront, surrounding communities, and the regional transportation network
- support reductions in greenhouse gas emissions

Nick Marinovich

Betsy Morris

Ken Seaton-
Msemaji

In order to ensure a well balanced Downtown Mobility Plan, C3 supports:

Deana Spehn

Artemis
Spyridonidis98

Mike Stepner

Diego Velasco

Jean Walcher

Drew Wilson

Thank you,
Roger Lewis
Roger Lewis
President, Citizen Coordinate for Century 3

Q-1

Q-2

Q-3

Q-1 This is an introductory comment expressing support for the proposed Project. No further response required.

Q-2 This is a description of the proposed Project and is not at variance with the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Q-3 This comment outlines the components of the proposed Project which meet the goals of the Mobility Plan. No further response required.

Letter R



858.487.6063 P.O. Box 34544, San Diego, CA 92163 www.sdbikecoalition.org

March 11, 2016

Dear Mr. Richter,

Thank you for the opportunity to comment on the Draft Mobility Plan and associated Supplemental Environmental Impact Report. The San Diego County Bicycle Coalition is strongly in support of the plan and its emphasis on mobility options to encourage a multi-modal future for downtown.

The plan balances the needs of people moving around in the downtown area, whatever their mode choice. We are glad to see a move away from auto-centric design to streets that truly accommodate pedestrians, bicyclists, and transit as a part of the transportation mix. For too long we have focused too much of our energy on how to move cars, rather than on how to move people. While we know that automobile traffic will be with us for a long time, we believe that an emphasis on walking, bicycling, and transit will help us create healthy, safe communities, reduce vehicle miles traveled, and help us meet our federal air quality standards, our state mandated greenhouse gas emission reduction goals, and the goals of the recently adopted City of San Diego Climate Action Plan.

Many of the public comments we have heard revolve around the removal of on-street parking spaces to accommodate the needed infrastructure improvements for other modes. While we understand the concerns about parking, we believe that the loss of 731 on-street spaces (worst case) is a price worth paying to implement the bicycle and pedestrian circulation elements, for two reasons. One is the increase in safety for bicyclists and pedestrians with the new plan. Currently safety of pedestrians and bicyclists is an issue in the downtown core. The Citywide Pedestrian Collision Analysis City of San Diego Comprehensive Pedestrian Safety Study shows that Downtown San Diego has the highest number of pedestrian collisions of all San Diego neighborhoods – 305 crashes from 2008 to 2012. That's the highest number of any community in the City. Changing the infrastructure downtown for bicyclists and pedestrians is not just a matter of convenience – it's a matter of life and death.

The planned network is very good for cyclists, especially the inclusion of cycle tracks extensively through downtown. We know that better infrastructure means more people opting to ride instead of drive – Figure 5.6 in the Plan illustrates this very well.

We believe the network shown in the plan is the minimum required to be useful. Bicycle riders need a complete network to make their mode choice work, and including streets like State and 6th is important to getting more people on bikes. That having been said, the bike network would be even better with the

R-1

R-2

R-1 This letter expresses support for the proposed Mobility Plan for its goals and objectives related to mobility. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

R-2 This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment, including the suggestions provided, will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. The planning area for the Mobility Plan is limited to the Downtown Community Planning Area. The recommendations set forth in the Mobility Plan do not preclude the planning or implementation of additional connections during the design phase of the project or additional connections to neighboring communities and adjacent jurisdictions.

In response to this comment, Figure 5-2 Proposed Bicycle Network includes existing Class III on Kettner from A Street to Kalmia Street, and planned Class III from Kalmia Street to Laurel Street. Figure 5-2 in the Mobility Plan, Figure 3-3 and Figure 4.2-1 in the SEIR were revised to reflect the Martin Luther King, Jr., Promenade running along the south side of the tracks, from Park Boulevard to Fifth Avenue. The gap exists along the north side of the tracks from Fifth Avenue to Sixth Avenue due to the pedestrian plaza.

Additional information is provided below to clarify and respond to specific suggestions on the network presented in the Mobility Plan. No changes are required to the SEIR as a result.

- A separated connection from F St to G St at Kettner was deemed infeasible along rail corridor due to the narrowing width between the tracks north of G Street, nor is there adequate space outside of the tracks along the corridor. The planned bike lane along Harbor Drive and planned cycle tracks along Pacific Highway will help facilitate a north-south connection from the Promenade.

<p>inclusion of the following projects to fill in some of the gaps. Please consider including these projects in the Mobility Plan.</p> <ul style="list-style-type: none"> ○ Kettner Street south into Little Italy. This is a very important connection for bicyclists coming into Little Italy and downtown. ○ The connection of the proposed cycle tracks on Hawthorne and Grape across I-5 to the east. ○ A separated connection from F St to G St at Kettner, north of the Seaport Village Trolley stop. ○ Connection of the J St cycle track to the Martin Luther King Jr. Promenade at the western end ○ Filling the gap in the MLK Promenade between 5th and 6th streets ○ Intersection improvements to facilitate bicycle travel through the Park Blvd/Harbor Drive intersection ○ Connections to and through the Imperial Avenue Transit Center ○ Connection through City College from 16th and C to the pedestrian/bicycle bridge across I-5 ○ J St connection to South East San Diego (the new draft of their community plan shows a connection on Island rather than J) ○ Connection of SANDAG's Pershing Drive bikeway along C St into downtown. <p>We also appreciate the extensive work done to illustrate many intersections. We think these visualizations help people understand how the new facilities will work.</p> <p>The plan does not specifically address crossing issues for the existing bicycle facility south/west of the trolley tracks parallel to Harbor Drive. Bicycle access has at times been encouraged and forbidden along the north/east alignment of the Martin Luther King Jr. Promenade, which has good street crossing opportunities. The path on the south/west side, however, does not have good street crossing opportunities (particularly at First, Front, and Market) and should be improved so bicyclists can use it safely and efficiently.</p> <p>Bicycle theft is a serious issue that discourages people from riding. Although both the Bicycle and Parking sections mention bicycle parking as one of the important pieces of the plan, we recommend stronger language to ensure adequate, safe, easily accessible bike parking is provided throughout downtown for short term and longer term bicycle storage. Options like bike lockers and bike cages at employers, and a potential bike station at one of the transit centers downtown should be considered to encourage people to ride.</p>	<p>R-2 cont.</p> <p>R-3</p> <p>R-4</p> <p>R-5</p> <p>R-3 Comment noted. Comment reflects the opinion of the reviewer and expresses support for the visualizations.</p> <p>R-4 Comment reflects the opinion of the reviewer and recommends additional treatments to assist cyclists crossing the trolley tracks parallel to Harbor Drive. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>R-5 The concern for bicycle theft and recommendation for bike lockers, bike cages, and a bike station is noted. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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Comments on the Mobility Plan Pedestrian Network	
<p>Again we applaud the Plan's emphasis providing a safe and attractive network for anyone choosing to walk. The Greenway network is a badly needed pedestrian spine for downtown. It would help to illustrate the entire enhanced pedestrian network if Figure 4-2 included the already existing pedestrian-focused infrastructure downtown – the MLK Promenade, Embarcadero, Harbor Drive and City College pedestrian bridges, Civic Center plaza, etc.</p>	<p>R-6 This comment reflects the opinion of the reviewer and expresses support for the Greenway network. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p>We suggest the following additions to the Greenway network</p> <ul style="list-style-type: none"> ○ National Avenue from Commercial south to Barrio Logan ○ C St and 16th to connect the north end of 14th to the pedestrian bridge at City College ○ A connection in Little Italy ○ A connection from E St into South Park 	<p>R-7 The potential design elements of National Avenue will be coordinated with the Barrio Logan community plan update as there should be a consistent treatment and only one block lies within the Downtown Community Plan boundary.</p> <p>The Cedar Street Greenway will provide an east-west connection in the southern portion of Little Italy. E Street terminates at its east end onto a freeway on-ramp to I-5 and a connection across the freeway at this location is infeasible.</p>
<p>In regards to vehicle miles traveled, we ask that the Downtown Mobility Plan not recommend any project feature that will increase vehicle miles traveled. The feature that may increase vehicle miles traveled are the recommendations in the draft plan to convert existing street right of way on G Street in a way that will allow additional travel lanes to be installed. While we recognize that G Street abuts the SR-94, we ask that the G Street lane additions be removed from the plan in order to not increase vehicle miles traveled and to support the request of community members in Golden Hill, Sherman Heights, Southeast San Diego, and City Heights. The referenced community members worked to achieve a SANDAG Board action in July of 2015 to study two community-supported, innovative alternatives to the SR-94 that will not increase VMT but instead will prioritize transit.</p>	<p>R-8 As noted in previous responses, the recommendations set forth in the Mobility Plan do not preclude the planning or implementation of additional connections during the design phase of the project or additional connections to neighboring communities and adjacent jurisdictions. The comment, including the suggestions provided, will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p>In conclusion, the City of San Diego Bicycle Advisory Committee supports the Downtown Mobility Plan, because it focuses on creating a system that helps us meet our vehicle miles traveled, greenhouse gas, and air quality goals. We believe it creates a network of streets that provide safe, accessible options for everyone, regardless of what mode they choose to get around. We especially support the bikeway and greenway networks, and believe they are worth the potential loss of on-street auto parking to ensure safe and comfortable access in downtown for those who walk and bike. Thank you for the opportunity to comment on the plan, and we look forward to its implementation creating a healthy, vibrant downtown San Diego.</p> <p>Sincerely, Andy Hanshaw Executive Director</p>	<p>R-8 It is important to note that this Mobility Plan is intended to balance and improve mobility facilities for all travel modes, both vehicular and non-vehicular. Overall, the VMT is reduced with the plan as routes are prioritized and balanced between vehicular and non-vehicular uses. G Street is one route that is prioritized for vehicular travel, due to its connection with the 94. In turn, adjacent streets are prioritized for other modes to achieve this reduction. Additionally, G Street services MTS Bus Route 235, Rapid bus service between Downtown and Escondido. Maintaining efficient vehicular operations along G Street was determined to be a critical factor to on-time bus performance. This comment reflects the opinion of the reviewer and expresses concern with the G Street mitigation measures and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>

	<p>R-9 This is a concluding comment on the review of the proposed Plan. No further response required.</p>
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**SHUTE MIHALY
WEINBERGER LLP**

396 HAYES STREET, SAN FRANCISCO, CA 94102
T: (415) 552-7272 F: (415) 552-5816
www.smwlaw.com

LAUREL L. IMPETT, AICP
Urban Planner
impett@smwlaw.com

Letter S

March 11, 2016

Via E-Mail

Brad Richter, Vice President - Planning
Civic San Diego
401 B Street, Suite 400
San Diego, CA 92101
Email: richter@civicsd.com

Re: Draft Downtown San Diego Mobility Plan and Draft Supplemental Environmental Impact Report

Dear Mr. Richter:

We appreciate the opportunity to submit comments on behalf of the Cleveland National Forest Foundation ("CNFF") on the revised draft Downtown San Diego Mobility Plan ("Mobility Plan") and the associated draft supplemental environmental impact report ("DSEIR"). We are pleased that the draft Mobility Plan establishes goals and policies to encourage and provide active transportation options for residents, workers, and visitors to Downtown San Diego. We are equally pleased that the draft Plan emphasizes active transportation at the expense of roadways as the Plan calls for reductions in vehicular travel lanes to facilitate enhanced bicycle and pedestrian facilities. Unfortunately, however, the Plan lacks *any* commitment to increasing public transit in downtown san Diego. Public transit is critical to the downtown transportation system and is essential to the economy, environment, and the quality of life of the City's residents and visitors.

The Mobility Plan is a requirement of the Settlement Agreement between Save Our Forest and Ranchlands and the Redevelopment Agency of the City, the Centre City Development Corporation ("CCDC") and the San Diego City Council over litigation in connection with San Diego's Downtown Community Plan. The Settlement Agreement calls for, among other things, the preparation of a transit-oriented alternative study, which would identify opportunities to: (a) more efficiently manage downtown San Diego's transportation system, (b) investigate funding options for specific transit improvements.

S-1 This comment letter refers to a Settlement Agreement between the Save our Forests and Ranchlands (SOFAR) and the City of San Diego Redevelopment Agency, City of San Diego, and Centre City Development Corporation (CCDC) which resulted from litigation by SOFAR over the adoption of the Downtown Community Plan in 2006. The Settlement Agreement required the preparation of a transit-oriented alternative study and supplemental environmental impact report. The Settlement Agreement resulted in the preparation of the Downtown San Diego Complete Community/Mobility Study (Study) and Final Subsequent Environmental Impact Report (FSEIR) which was presented to the City Council at its May 1, 2012 meeting. The City Council rejected the Study and FSEIR due to the fact that SANDAG had recently adopted the 2050 Regional Transportation Plan essentially superseding the recommendations of the Study and that SANDAG, not CCDC or the City of San Diego is the regional transportation planning and implementation agency. This action completed the requirements of the Settlement Agreement.

S-1

The proposed Mobility Plan is unrelated to the Settlement Agreement and focuses on improving the active transportation choices and facilities within the Downtown Community Plan area and is not intended to address regional transit facilities which are under the purview of SANDAG as the regional transit planning and implementation authority. The comment letter also states that the Mobility Plan must increase walking, bicycling, and transit use near transit stations. The Mobility Plan achieves that purpose by providing enhanced pedestrian and bicycle facilities that connect to transit stations, further encouraging transit use by providing facilities between transit corridors and final designations, often referred to "the last mile" connections.

Brad Richter, Vice President - Planning
March 11, 2016
Page 2

and (c) reduce significant transportation and parking impacts of the Downtown Community Plan.

Quoting SANDAG's Independent Transit Planning Review Services report, the Settlement Agreement states: "The Downtown region is a key to the success of the regional transportation center. It is the major regional center and should be supported with an efficient, seamless and convenient transit system." Settlement Agreement at 3. The Settlement Agreement then explicitly states that the Mobility Plan would consider a public transit program with the goal of increasing transit mode share by 2020. The Mobility Study was required to analyze actions including maximization of the Coaster Service, numerous enhancements to the Trolley service, several improvements to bus service, implementation of a cross-town shuttle service, and the enactment of an ordinance to collect impact fees for transit operations and streetscape improvements.

The first draft of the Mobility Plan, released almost six years ago, proposed comparatively specific strategies and projects to improve transit mode share. Transportation improvements included in the prior Mobility Plan included, for example, potential extensions of the light rail system (San Diego trolley) to serve San Diego International Airport, extending the light rail system into the northern part of the City and double-tracking of the COASTER commuter rail from downtown San Diego to Oceanside.

CCDC received several comments on the prior Mobility Plan from entities such as CNFF, SANDAG and the California Department of Fish and Wildlife requesting substantive additions to the Plan. SOFAR, for example, specifically requested that the Plan consider a rail alternative that includes the following:

- Modernization of the 35-year old trolley system to reflect all the changes that leading rail systems have introduced since San Diego pioneered the way. Capacity should be increased by adding new lines (and thus relieving the existing lines, as well as increasing rail coverage).
- New operating concepts to enhance rail operations. The network should be expanded into other major corridors, eventually providing coverage to much of the urban core. This is the core concept to increasing transit's mode share, and reforming land use and travel patterns.
- The commute rail system should be double-tracked, as currently proposed and also extended southwards, to increase service coverage, and take some of the load of Santa Fe Station. Trains should not turn back at the peak

S-1
(cont.)

SHUTE, MIHALY
WEINBERGER LLP

Brad Richter, Vice President - Planning
March 11, 2016
Page 3

load point, and there should be multiple interfaces with the trolley and bus systems. See letter from D. McFetridge to B. Richter, submitted under separate cover.

Caltrans also clearly expected more from the initial Plan as evidenced by the following statement: "SANDAG's on-going Urban Area Transit Study is the basis for a new more robust program of transit improvements being developed for the 2050 RTP. Preliminary findings indicated that downtown modal shares for transit, walking and bicycling can be significantly increased through investments in capital projects and transit service operations." See Letter from J. Armstrong to B. Richter, October 18, 2010 at 1, attached under separate cover. To this end, Caltrans recommended that CCDC consider the implementation of a fee program for downtown mobility improvements. See Letter from J. Armstrong to B. Richter, October 18, 2010 at 1, submitted under separate cover.

It has taken about six years to prepare a revised Mobility Plan. Yet, rather than take heed of these substantive comments and suggestions, and diligently work to improve its Plan, CCDC's current draft Mobility Plan includes *even less* specificity regarding projects that would maximize multi-modal travel choices than the prior Plan. Indeed, the section of the draft Plan that identifies CCDC's recommendations for transit is only two paragraphs and does not identify any specific transit projects. Instead, it includes a map that shows "transitways" along the City streets, but this map shows nothing more than colored lines along certain downtown streets. The Mobility Plan includes a general reference to a "planned public transit network identified in the 2050 RTP" but there is no discussion of the specific transit projects other than a general overview of certain RTP improvements (*see* page 57).

We understand that CCDC does not have the authority to operate transit, yet this is no excuse for not thoroughly planning the specific transit projects that are needed to achieve a flexible, fast, frequent, and safe transit system for downtown San Diego. Indeed, a detailed transit plan should be the *key component* of this Mobility Plan, since, as discussed above, the purpose of the Mobility Plan was to develop a transit alternative to implement the Settlement Agreement.

Moreover, the stakes have changed considerably over the last six years since the prior Plan was released. It is now even more clear that reducing greenhouse gas emissions ("GHG") is one of the most urgent challenges of our time. Governor Schwarzenegger's Executive Order S-3-05, signed in 2005, established a long-term goal of reducing California's emissions to 80 percent below 1990 levels by 2050. The order

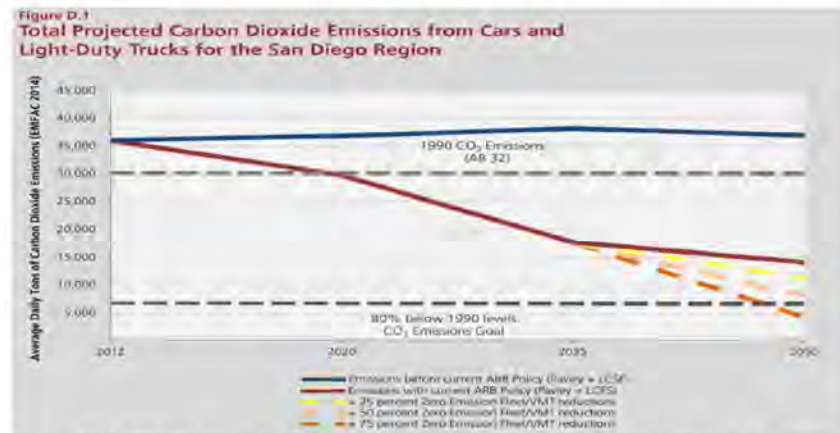
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Brad Richter, Vice President - Planning
March 11, 2016
Page 4

also directed several state agencies (collectively known as the "Climate Action Team") to carry its goal forward. The following year, the Legislature enacted the Global Warming Solutions Act of 2006 ("AB 32"), codified at Health and Safety Code § 38500, *et seq.* By these authorities, California has committed to reducing emissions to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. In 2015, Governor Brown took further action to meet this challenge by issuing Executive Order B-30-15, which sets an interim target of 40 percent below 1990 levels by the year 2030.

Unfortunately, as the following figure clearly shows, there is a tremendous gap between the San Diego region's forecasted GHG emission levels and the California emissions target.



Source: 2015 RTP/SCS Appendix D: 2012 Greenhouse Gas Inventory for San Diego County and Projections, pg. 39

San Diego, like every other major city in California, is at a critical juncture. The current Mobility Plan provides a key opportunity to set forth detailed transit strategies to ensure that the City *leads* the region in a sustainable direction. The City's climate Action Plan establishes an ambitious goal to cut GHG emissions in half by 2035, in part by getting people who live near high-quality transit stations to walk, bike or take

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Brad Richter, Vice President - Planning
March 11, 2016
Page 5

transit to work.¹ The only way that the City can achieve its transit and active transportation goals is by adopting a Mobility Plan that goes considerably further than the half-hearted references to transit in the draft Mobility Plan.

In 2011, CNFF proposed the 50-10 Transit Plan: A World Class Transit System for the San Diego Region which would, if implemented, initiate a transformation in the region's transportation system and land use patterns. The premise of the 50-10 Plan is quite simple: fifty years of transit improvements would be implemented over the next decade. This comprehensive, integrated transit system initially would be constructed within the region's urban core, while also including the Sprinter and the Coaster. As the attached reports show, the benefits of the 50-10 Transit Plan include: shorter automobile trips on average, reduction in transportation costs and traffic congestion, more housing and transportation choices, many more walk and bicycle trips, and improved public health and overall quality of life. See, *The 50-10 Plan – A World Class Transit System For the San Diego Region* and *The 50-10 Plan – Quantifying the Benefits*, prepared by Smart Mobility, Inc., attached.

CCDC's Mobility Plan sets forth a lofty goal: to establish a master plan of policies, programs, and *projects* which would improve overall mobility throughout the study area and provide multi-modal connections to surrounding communities and the region's transportation network. While CCDC may choose to not adopt the 50-10 Transit Plan outright, it must identify a specific transit plan capable of achieving the Mobility Plan's goal. To this end, in addition to identifying specific transit projects, CCDC must identify the funding for these projects; it must prioritize projects in federal, state, and local transportation programs; and it must demonstrate commitment by key city agencies to implement the recommended projects and strategies. Without these key components, this Mobility Plan will be destined to languish on the shelf like so many plans before it.

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Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP

Laurel L. Impett, AICP, Urban Planner

¹ See "New Climate For Transportation: How the City of San Diego and SANDAG Must Improve Transportation to Meet Climate Goals," Climate Action Committee."

Brad Richter, Vice President - Planning
March 11, 2016
Page 6

Attachments:

The 50-10 Plan – A World Class Transit System For the San Diego Region
The 50-10 Plan – Quantifying the Benefits

cc: Duncan McFetridge, Cleveland National Forest Foundation

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Letter T



SWARCO TRAFFIC AMERICAS, LLC



SWARCO Comments
Draft Downtown San Diego Mobility Plan
San Diego, California

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SWARCO TRAFFIC AMERICAS, LLC

March 11, 2016

Mr. Brad Richter
Vice President - Planning
Civic San Diego
401 B Street, Suite 400
San Diego, CA 92101

Subject: Comments on Draft Downtown San Diego Mobility Plan

Dear Mr. Richter,

As a local San Diego County Intelligent Transportation Systems (ITS) Company, member of the San Diego Chamber of Commerce Infrastructure, Housing & Land Use Committee, and provider of the parking guidance system (PGS) technology in the Civic San Diego ParkitonMarket and 6th and K parking garages, SWARCO is pleased to provide comments on the Draft Downtown San Diego Mobility Plan.

} T-1

T-1 This is an introductory comment on the role of the reviewer. Specific comments are addressed individually below.

Please let me know if we can be of further assistance.


Respectfully,


.....
David Leingang
Sales and Business Development Manager
SWARCO TRAFFIC AMERICAS

SWARCO TRAFFIC AMERICAS, LLC
5838 Edison Place, Suite 100, Carlsbad, CA 92008, U.S.A. T. +1-760-444-4987, F. +1-760-444-4896, E. office.sta@swarco.com
www.swarco.com/northamerica

Bill to: P.O. Box 89, Columbia, TN 38402, U.S.A., T. +1-931-560-4158, F. +1-931-388-4039

2/5

<div style="text-align: right; margin-bottom: 10px;">  </div> <p style="text-align: center; margin-bottom: 10px;">SWARCO TRAFFIC AMERICAS, LLC</p> <p>Comments:</p> <ol style="list-style-type: none"> 1. In general we can all agree that a city mobility plan should include strategies to optimize mobility or keep people and traffic moving smoothly. Hence the name "mobility." Studies show and research confirms 1/3 of all urban congestion today is simply people driving around looking for a place to park. Our comments stress the San Diego Downtown Mobility Plan should include city-wide wayfinding and PGS solutions as a "best practice" mobility strategy to mitigate urban congestion. } T-2 2. Transportation officials acknowledge one of the most efficient ways to mitigate urban congestion is to help motorists park faster. Solutions to do this are many, with varied success. For years European and Asian cities have used city-wide parking guidance systems (PGS) to mitigate their urban congestion. US transportation officials are now starting to embrace PGS for the same reason. These city-wide PGS include LED dynamic message signs (DMS) as part of larger city wayfinding solution. These LED signs display the real-time count of available spaces in city parking facilities. Unfortunately the recently installed wayfinding signs in San Diego do not include this technology despite the fact the technology to do this exists in Civic San Diego garages. } T-3 3. Wayfinding signage is mentioned several times in the draft plan as a strategy for improving visitor experience navigating downtown (Chapter 4) and Transportation Demand Management (Chapter 8) for example. However the draft plan does not include LED wayfinding signage to display real-time parking availability information. This should be included. } T-4 4. Section 1.2 – Regulatory Context <ol style="list-style-type: none"> a. This section states San Diego’s Climate Action Plan (CAP) will identify measures for meeting mandated greenhouse gases (GHG) emission targets. One of the best ways to reduce GHG is install parking guidance systems that reduce excessive traffic caused by motorists driving around needlessly in search of a parking space. } T-5 5. Section 7.3 – Street Recommendations <ol style="list-style-type: none"> a. This section recommends enhancing parking facilities to provide efficient movement of vehicles. This idea again points toward the value of PGS in the garage to get parkers off the street and into the facility, thus decreasing the number of vehicles on the streets. } T-6 6. Section 8.1 – Existing Conditions <ol style="list-style-type: none"> a. Recommend Table 8-1 include Parking Guidance Systems as a Parking Management Strategy. } T-7 b. Wayfinding. This paragraph should include LED DMS for parking guidance as part of a wayfinding solution. } <p style="font-size: 0.8em; margin-top: 20px;">SWARCO TRAFFIC AMERICAS, LLC 5639 Edison Place, Suite 100, Carlsbad, CA 92008, U.S.A. T. +1-760-444-4987, F. +1-760-444-4056, E. office_sta@swarco.com www.swarco.com/northamerica</p> <p style="font-size: 0.8em; margin-top: 5px;">Bill to: P.O. Box 89, Columbia, TN 38402, U.S.A., T. +1-931-560-4158, F. +1-931-388-4039 3/5</p>	<p>T-2 Comment noted. No further response required.</p> <p>T-3 In the near future Civic San Diego will undertake a new comprehensive block-by-block parking assessment for Downtown San Diego to better understand existing demand, issues, and opportunities to increase parking and strategies to better manage the parking supply. Comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>T-4 Section 9.2 Parking Management of Chapter 9 recommends Civic San Diego to instigate the feasibility of a variety of parking management programs, including the use of dynamic message signs.</p> <p>T-5 Comment noted. Please also see response to Comment #3 above.</p> <p>T-6 Comment noted. Please also see response to Comment #3 above.</p> <p>T-7 Comment noted. This comment refers to an additional support PGS and reflects the opinion of the reviewer and support for LED dynamic message signs Please also see response to Comment #3 above.</p>
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<p>First in Traffic Solutions</p>  <p>SWARCO TRAFFIC AMERICAS, LLC</p> <p>c. Parking Management. This section should include parking guidance as a method of improving system efficiency.</p> <p>7. Section 8.3 – TDM Recommendations</p> <p>a. The Wayfinding paragraph should include LED DMS for parking guidance as part of a wayfinding solution. Currently the paragraph only focuses on bicycle wayfinding.</p> <p>b. The Parking paragraph should include parking guidance as a recommendation.</p> <p>8. Section 9.1 – Parking Goals/Policies</p> <p>a. Swarco recommends all new parking structures include parking guidance systems (PGS) to help motorists park faster and more efficiently. Existing structures should be retrofitted with PGS. These systems normally include sensors at individual parking spaces that report the occupancy of each space. This occupancy information is converted into real-time parking availability and is displayed on LED signs inside the garage, at the garage entrance and at key downtown intersections.</p> <p>b. Existing parking structures should be retrofitted with similar PGS.</p> <p>c. P-P-6 states "explore the use of technological advancements...to improve cost/parking efficiencies in the public garages." This is a prudent suggestion but San Diego should go one step further and embrace and adapt PGS in all garages since this is a <u>proven</u> technology.</p> <p>9. Section 9.2 – Parking Management</p> <p>a. The photo of the dynamic sign displaying the location and quantity of available parking spaces assumes there are sensors in place to generate the count information to populate the signs. These sensor are part of a complete PGS. I don't read where PGS are stressed as a necessary component of the plan.</p> <p>b. New Public Parking Facilities. We recommend all new public parking facilities include a PGS.</p> <p>c. Website and Smart Phone Applications. The real-time parking availability information in the Park-it-on-Market and 6th & K parking garages displayed on www.ParkitDTSD.com is generated by the Swarco PGS in those facilities. This again confirms the importance of PGS in your overall plan. However it is not stated as such.</p> <p>d. Dynamic Message Signs. DMS at freeway off ramps are a wise strategy. But again PGS are needed to populate the DMS with the real-time parking availability information. These DMS should also include a larger full matrix element to display messages of concern to the public in addition to parking availability.</p> <p>SWARCO TRAFFIC AMERICAS, LLC 5838 Edison Place, Suite 100, Chatswood, CA 92008, U.S.A. T. +1-760-444-4987, F. +1-760-444-4896 E. office_sta@swarco.com www.swarco.com/northamerica</p> <p>Bill to: P.O. Box 89, Columbia, TN 38402, U.S.A., T. +1-931-560-4158, F. +1-931-388-4039</p> <p>4/5</p>	<p>T-7 cont.</p> <p>T-8</p> <p>T-9</p> <p>T-10</p> <p>T-8 Comment noted. This comment reflects the opinion of the reviewer and support for LED dynamic message signs. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>T-9 Comment noted. This comment reflects the opinion of the reviewer and support for parking guidance systems. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>T-10 Comment noted. Comment reflects the opinion of the reviewer and support for parking guidance systems. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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10. Section 13.1 – Implementation Strategies

- a. Downtown Parking District. Municipalities often struggle finding the funds for a comprehensive city-wide parking guidance system. One solution is raising parking fees to cover the costs. Our experience is citizens will accept a nominal increase as long as they see the direct benefits (e.g. PGS). Policies that siphon parking revenue away to fund other projects create disgruntled citizens. Fortunately San Diego's Downtown Parking Management Group (DPMG) understands this relationship.

T-11

T-11 Comment noted. This comment reflects the opinion of the reviewer and support for parking guidance systems. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

SWARCO TRAFFIC AMERICAS, LLC
5838 Edison Place, Suite 100, Carlsbad, CA 92008, U.S.A. T. +1-760-444-4987, F. +1-760-444-4896, E. office_sta@swarco.com
www.swarco.com/northamerica

Bill to: P.O. Box 89, Columbia, TN 38402, U.S.A., T. +1-931-560-4158, F. +1-931-388-4039

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Letter U

Allen Matkins

Allen Matkins Leck Gamble Mallory & Natisis LLP
Attorneys at Law
501 West Broadway, 15th Floor | San Diego, CA 92101-3541
Telephone: 619.233.1155 | Facsimile: 619.233.1158
www.allenmatkins.com

Heather S. Riley
E-mail: hriley@allenmatkins.com
Direct Dial: 619.235.1564 | File Number: 375746-00002/SD840678.01

Via Email/U.S. Mail

March 22, 2016

Mr. Brad S. Richter
Vice President - Planning
Civic San Diego
401 B Street, Suite 400
San Diego, CA 92101-4298

Re: Comments on the Supplemental Environmental Impact Report to the 2006 Final Environmental Impact Report for the Proposed Downtown San Diego Mobility Plan and Amendments to the Downtown Community Plan Transportation Chapter

Dear Mr. Richter:

On behalf of our client, EMMES Realty Services of California LLC ("EMMES"), we hereby submit these comments on the Draft Supplemental Environmental Impact Report ("SEIR") to the 2006 Final Environmental Impact Report ("FEIR") for the Proposed Downtown San Diego Mobility Plan ("Plan") and Amendments to the Downtown Community Plan Transportation Chapter ("Project").

EMMES supports Civic San Diego ("Civic") in its efforts to improve connections and access for transit riders, bicyclist and pedestrians in Downtown San Diego, while maintaining roadway circulation for cars and commercial vehicles. However, my client is concerned about the level of environmental review that has been completed, and wants to ensure the safety of all those who would take advantage of the multi-modal transportation network created by the Project. EMMES is pleased to note that the primary project objective included in the Draft SEIR is to "establish a plan that provides for a balanced network, with enhancements to local roadways to encourage and facilitate bicycle and pedestrian usage." With that objective in mind, EMMES hereby presents its comments so that Civic and the San Diego City Council ("City Council") have all of the information they need to make sure that a *balanced* transportation network continues to exist in Downtown.

Los Angeles | Orange County | San Diego | Century City | San Francisco

U-1 This is an introductory comment on the role of the reviewer on behalf of EMMES Realty Services of California LLC. Specific comments are addressed individually below.

U-2 The SEIR has been prepared pursuant to CEQA and the CEQA Guidelines. The SEIR is a supplemental document prepared pursuant to CEQA Guidelines section 15163 intended to provide adequate information to decision-makers, public agencies, and the public about the potential significant adverse environmental impacts of the proposed Project. As discussed in SEIR section 1.3.1, the 2006 PEIR analyzed the potential environmental effects of the Downtown Community Plan, which included a Transportation Chapter. The proposed Project includes the replacement of the Transportation Chapter with a new Mobility Chapter consistent with the Mobility Plan. The proposed Project includes transportation related projects that were not previously envisioned or called for in the 2006 Downtown Community Plan or 2006 PEIR. Therefore, the SEIR was prepared to analyze new information of substantial importance that could have one or more significant effects not discussed in the 2006 PEIR (CEQA Guidelines Section 15162(a)(3)). Specifically, the SEIR contains information necessary to make the 2006 PEIR adequate for the project as revised. The scope of analysis for the SEIR was determined by the City as a result of initial project review and consideration of comments received in response to a Notice of Preparation (NOP) circulated for a 30-day public comment period from December 2, 2014, concluding on January 5, 2015 (SEIR Appendix A). Through these scoping activities, it was determined that the issue areas analysis required updating in order to provide the information necessary to make the 2006 PEIR adequate for the proposed Project include: land use and planning, transportation/access/parking, GHG emissions, air quality, noise, and hydrology/water quality.

This comment does not raise a specific question about the adequacy of the SEIR or the Mobility Plan. Specific comments are addressed below. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

<p>Allen Matkins Leck Gamble Mallory & Natsis LLP Attorneys at Law</p> <p>Mr. Brad S. Richter March 22, 2016 Page 2</p> <p>Before addressing the adequacy of the Draft SEIR, we wish to provide some background on EMMES' real estate holdings in the City of San Diego ("City"). EMMES currently owns and operates the following buildings:</p> <ul style="list-style-type: none"> • 701 B Street; • 707 Broadway; • 401 West A Street (1 Columbia Place); and • 1230 Columbia Street (2 Columbia Place). <p>Together, these structures support a significant number of tenants, each of whom contributes to the success of Downtown. EMMES believes that all of its tenants can benefit from alternative transportation methodologies, and that is why EMMES offers secured bicycle facilities in all of its buildings and is working to add electric vehicle parking spaces to each of its garages. EMMES therefore supports the overall goals of the Project.</p> <p>Based on our review of the Plan and the Draft SEIR, however, EMMES is concerned that the Project may have potential impacts on the users of the proposed multi-modal transportation system. Specifically, EMMES is concerned about the Draft SEIR's consideration of the following:</p> <ul style="list-style-type: none"> • Would the proposal impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?¹ • Would the project substantially affect Police or Fire-Rescue response times (i.e., increase the existing response times in the project area)?² • Would the proposal result in: <ul style="list-style-type: none"> ○ An increased demand of off-site parking? ○ Effects on existing parking? ○ Substantial alterations to present circulation movements including effects on existing public access to beaches, parks, or other open space areas? <p>¹ California Environmental Quality Act Significance Determination Thresholds, Development Services Department, January 2011, p. 33. ² <i>Id.</i> at p. 60.</p>	<p>U-4 Comment noted. This comment provides a description of the reviewer's client, EMMES Realty Services of California LLC and provides general support for the overall goals of the Mobility Plan. No further response required.</p> <p>U-5 The commenter references multiple sections of CEQA Guidelines Appendix G- Environmental Checklist Form. Appendix G is provided as a sample form intended "to be tailored, as needed, to satisfy individual agencies' needs and project circumstances... and do not necessarily represent thresholds of significance" (see, opening note, Appendix G). In order to address potential impacts associated with the proposed Project, the SEIR relied upon the thresholds of significance used in the 2006 PEIR. This allowed a meaningful comparison of impacts and the preparation of comprehensive supplemental analysis, as needed. The SEIR utilized those thresholds which allowed the most meaningful and comprehensive analysis of supplemental issues as required under CEQA Guidelines Sections 15162 and 15163. The following, however, provides a response to the issues raised by the commenter.</p> <p>The proposed Project would not result in the interference with adopted emergency response plans or have an effect on emergency response times. Emergency responders were included as a key stakeholder during the planning process. Emergency responders have reviewed the Mobility Plan and did not provide any comments. As a result of this input, it was determined that there was no condition pursuant to CEQA Guidelines Section 15162, that would trigger supplemental review of these issues.</p> <p>U-6 The proposed Project would not result in any increased demand in off-site parking. Buildout of the proposed Project would result in additional public parking opportunities throughout the Downtown Community Plan area. See Topical Response #1 for information relating to the proposed Project's effect on existing parking.</p> <p>U-7 The proposed Project would not result in a significant impact due to substantial changes in circulation movements, including public access to beaches, parks, or open space areas. As discussed in SEIR section 4.2.4 the proposed Project sets forth an integrated transportation network of Greenways, sidewalks, bikeways, transit</p>
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	<p>U-7 (cont.)</p> <p>services, and roadways that provides for the safety of all users and travelers. The analysis in the SEIR determined that the proposed Project would enhance access circulation and access within Downtown and that impacts associated with such would be less than significant. See also, Topical response #5 for additional information relating to the proposed Project's effect on traffic operations and vehicular circulation.</p>
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<p>Allen Matkins Leck Gamble Mallory & Natisis LLP Attorneys at Law</p> <p>Mr. Brad S. Richter March 22, 2016 Page 3</p> <p>⊗ Increase in traffic hazards for motor vehicles, bicyclists, or pedestrians due to a proposed, non-standard design feature (e.g., poor sight distance or driveway onto an access-restricted roadway)?³</p> <p>The last item is of the most concern to EMMES. The City's California Environmental Quality Act ("CEQA") Thresholds state that "[i]f a project would increase traffic hazards to motor vehicles, bicyclist or pedestrians due to proposed non-standard design features (e.g., poor sight distance, proposed driveway onto an access-restricted roadway), the impact would be significant."⁴ Since that exact condition will occur with Plan implementation, the environmental review should have analyzed this issue, as well as the others listed above. Unfortunately, EMMES has been unable to determine whether these items have been considered.</p> <p>For instance, the Plan proposes closing the northbound lane on C Street between Sixth Avenue and Tenth Avenue to vehicular traffic. The existing roadway would be re-designated as a Cycleway and a two-way cycle track would be installed in the closed lane. This road closure is not part of the existing Transportation Chapter in the Downtown Community Plan ("Community Plan"); it is an entirely new proposal not accounted for in the 2006 FEIR. Setting aside for a moment that the Plan itself recognizes that high bicycle demand occurs on B Street, and not C Street, it does not appear that the Draft SEIR analyzed the C Street closure to determine whether it would (a) impact an adopted emergency response plan or emergency evacuation plan; (b) substantially affect Police or Fire-Rescue response times; (c) substantially alter present circulation movements; or (d) increase traffic hazards for motor vehicles, bicyclists, or pedestrians.</p> <p>EMMES is concerned about these issues because closing C Street will permanently preclude the use of an existing drive-through that exits the 701 B Street building onto C Street, together with a number of parking spaces that are adjacent to the drive-through. These changes may have an impact on existing circulation patterns in Downtown, but we cannot determine whether the Draft SEIR analyzed those impacts. Without that analysis, the City's decisionmakers do not have the information they need to make an informed decision on the Project.</p> <p>Moreover, the loss of the drive-through and associated parking would render the adjacent rental space significantly less attractive to tenants, and it may in fact result in an inability to lease that unit. In either event, the City may be liable for the substantial harm to EMMES caused by the adverse impacts of the Plan, the exact amount of which cannot be calculated at this time.</p> <p>As another example, the Plan also proposes a Cycleway with a two-way cycle track on the west-side of State Street. This feature will require a "road diet" in that location to accommodate the</p> <p>³ <i>Id.</i> at pp. 71-72. ⁴ <i>Id.</i> at p. 72.</p>	<p>U-8 The proposed Project would not result in traffic hazards for any mode of transportation throughout the Downtown Community Plan area. The Mobility Plan recognizes there is an inherent need for all modes of transportation, both motorized and non-motorized, to share the road. The vision of the Mobility Plan includes safety of all modes to make facilities (both vehicular and non-vehicular) safer, and to recognize public support for separated facilities and safe connections. The Mobility Plan provided feasibility analysis for all proposed facilities. All facilities will be designed in accordance with the City's Street Design Manual which provides transit-oriented design guidelines. Specifically, the purpose of the Street Design Manual is to design the public right-of-way to accommodate varied purposes. Additionally, all Cycleways would be designated to design standards pursuant to the National Association of City Transportation officials (NACTO). NACTO promotes safe street designs for pedestrians, bicyclists, and motor vehicles and take into account issues such as sight distance, conflicts with other modes of transportation, and existing hazards. In 2014, Caltrans endorsed the NACTO design guidelines to integrate a multimodal and flexible approach to transportation planning and design. Further, all individual projects will be designed to the satisfaction of the City Engineer. Utilizing the City and NACTO design guidelines in the implementation of the Mobility Plan would ensure that traffic hazards related to the multi-modal transportation system envisioned in the Master Plan would not result in traffic hazards.</p> <p>U-9 See response to comment #8.</p> <p>U-10 The proposed Project includes both the adoption of a freestanding Mobility Plan and amendments to the Transportation Chapter of the Downtown Community Plan. Approval of the proposed Project would result in an update to the existing Community Plan (as adopted in 2006 and analyzed in the 2006 FEIR) to reflect the proposed Mobility Plan and to assure consistency between the two planning documents. See, response to comment #2 relating to the SEIR as a supplemental document pursuant to CEQA Guidelines 15163.</p>
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	<p>U-10 (cont.) As shown in SEIR Figure 3-3, C Street- between Sixth Avenue and Tenth Avenue- has a proposed Class IV Cycle Track. As stated in the comment, this change of road classification was not included in the 2006 Community Plan; however, it is part of the proposed Mobility Plan/Transportation Chapter amendments and therefore has been included as part of the proposed Project evaluated in the SEIR.</p> <p>U-11 One of the main goals of the Mobility Plan was to study and propose a series of enhanced bicycle facilities that would create safe facilities in which to travel around Downtown as well as connect to surrounding communities. Bicycle facilities were selected because they met a number of criteria including:</p> <ul style="list-style-type: none"> • They provide straight connections through neighborhoods for the longest distance wherever feasible. • They connect multiple neighborhoods and destination points. • They are relatively equally spaced out within Downtown so that any destination is within a few blocks of a Cycleway. • They connect to proposed facilities in surrounding communities. • They minimize the loss of parking by retaining a parking lane on both sides of the street. • They have lower traffic volumes and speeds <p>While every street does not meet all these criteria, the facilities selected represent the best candidates for the Cycleways in that they meet the majority of the criteria better than nearby streets. The proposed Cycleway along C Street falls into this category and is supported as a feasible facility. With respect to the C Street closure having an effect on a) an emergency response or evacuation plan, b) emergency response times, c) circulation movement, and d) traffic hazards, see responses to comments #5, #6, #7 and #8 above.</p> <p>U-12 See response to comment #7 and also Topical response #5 for additional information relating to the proposed Project's effect on traffic operations and vehicular circulation.</p>
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	<p>U-13 This comment expresses an opinion on the commercial value of a retail lease space and does not raise a specific question about the adequacy of the SEIR or the Mobility Plan. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>U-14 See responses to comments #2, #7, and #8.</p> <p>As shown in SEIR Figure 3-3, the Plan proposes a Class IV Cycle Track along State Street. As stated in the comment, this change of road classification was not included in the 2006 Community Plan; however, it is part of the proposed Mobility Plan/Transportation Chapter amendments and therefore has been included as part of the proposed Project evaluated in the SEIR.</p>
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<p>Allen Matkins Leck Gamble Mallory & Natsis LLP Attorneys at Law</p> <p>Mr. Brad S. Richter March 22, 2016 Page 4</p> <p>proposed cycle track, which is not included in the existing Community Plan and thus was not analyzed in the 2006 FEIR.</p> <p>Setting aside again the fact that the Plan recognizes that high bicycle demand occurs on Front Street, and not State Street, the Draft SEIR does not appear to consider whether implementation of a Cycleway on State Street would (a) impact an adopted emergency response plan or emergency evacuation plan; (b) substantially affect Police or Fire-Rescue response times; (c) increase demand for off-site parking; (d) affect existing parking; (e) substantially alter present circulation movements; or (f) increase traffic hazards for motor vehicles, bicyclists, or pedestrians.</p> <p>EMMES is concerned about the potential oversight because the Project will have a direct impact on access to One Columbia Place. Currently, the only way to enter the One Columbia Place garage is from the left-hand lane of State Street, and the only way to exit the building is to merge into oncoming traffic at the corner of A Street and State Street. Replacing the existing left-hand lane on State Street with a two-way cycle track – directly in the path of the only ingress to and egress from the One Columbia Place garage – will result in impacts to bicyclists and vehicles in the vicinity.</p> <p>While it can be presumed that access to One Columbia Place would be taken from the new far left-hand lane on State Street, every vehicle entering and exiting the building will have to cross the separated cycle track on its way in and its way out. There are over 40 tenants and 498 parking spaces in One Columbia Place and EMMES is concerned about the accident potential caused by the Project. Until the circulation impacts have been analyzed, it would appear that the City's decisionmakers lack the information they need to make an informed decision on the Project.</p> <p>Furthermore, the Project will result in harm to EMMES and to its tenants – all of whom rely on State Street to access One Columbia Place. The City may be liable for any substantial impairment that results from implementation of the Plan; and the resulting damages, which are unknown at this time, must be taken into account by the decisionmakers.</p> <p>It is interesting to note that the Draft SEIR did not analyze any key intersections on C Street west of 15th Street. Nor did the traffic analysis consider any key intersections on State Street between Broadway and Grape Street. It may be that these omissions are the reason why the Project's full potential environmental impacts were not analyzed. Regardless of the reason, however, we encourage Civic to evaluate the issues laid out in this letter and provide the decisionmakers and the public with a complete environmental review.</p>	<p>U-14 cont.</p> <p>U-15 With respect to the State Street Cycleway having an effect on (a) an emergency response or evacuation plan, (b) emergency response times, (c) circulation movement, and d) traffic hazards, see responses to comments #5, #7, and #8 above. With respect to the proposed Project's effect on (c) and (d), parking, see Topical Response #1.</p> <p>U-16 The proposed Project would maintain the existing access point along State Street for One Columbia Place. As noted previously, the cycle tracks would be designed in accordance with the City's Street Design Manual and/or NACTO standards, which provide direction for such conflicts.</p> <p>U-17 See responses to comments #7 and 16, above.</p> <p>U-18 See response to comment #16, above.</p> <p>U-19 As detailed in SEIR section 4.2.1.2, the study area selected for the evaluation of potential traffic impacts encompassed the same area studied in the 2006 PEIR. This allowed consistency between the documents and also allowed the current study to include all intersections projected to operate at LOS D, E, and F under buildout of the 2006 Community Plan. This then represented a worst-case scenario within the SEIR. This methodology is based on the assertion that if the proposed Project would not trigger a new significant impact at these intersections then the intersections within the study area that are projected to operate with less congestion (LOS A–C) would not result in an impact. This approach was presented, discussed, and approved by the Technical Advisory Group (consists of the City of San Diego, SANDAG and MTS).</p> <p>U-20 See response to comment #19.</p>
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Allen Matkins Leck Gamble Mallory & Natisis LLP
Attorneys at Law

Mr. Brad S. Richter
March 22, 2016
Page 5

EMMES appreciates the opportunity to provide these comments on the Draft SEIR. We recognize that our letter post-dates the public review period, but it is important that Civic and the City Council are aware of these concerns. Please feel free to contact us if you would like to discuss any of the issues raised in this letter, and we look forward to receiving responses to the above comments.

} U-21

Very truly yours,

/s/ Heather S. Riley

Heather S. Riley

HSR

cc: Alison R. Pappas, Esq.
Jordan Johnson, CFA

U-21 This is a concluding comment on the review of the proposed Plan. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.



Letter V

March 22, 2016

Jeff Gattas
Chair, Board of Directors
Civic San Diego
401 B Street, Suite 400
San Diego, CA 92101

RE: Support for the Downtown Complete Streets Mobility Plan

Dear Chair Gattas:

I am writing to you in my capacity as the President and CEO of the Downtown San Diego Partnership to express our support for the adoption of the Downtown Complete Streets Mobility Plan. The Partnership represents over 350 member organizations and over 11,000 property owners in Downtown San Diego and is leading the effort to advance downtown as the economic, cultural, and governmental center of our region.

V-1

Mobility is a key ingredient in any successful and vibrant urban center, and this includes not just the accommodation of personal automobiles, but rather the creation of a diverse set of mobility options to fit the individual needs of each user. The Complete Streets Mobility Plan's focus on bicycle and pedestrian infrastructure compliments other existing mobility options such as rideshare, carshare, bikeshare, and the Downtown Circulator System, while also ensuring ease of access in and around downtown for vehicular traffic. In today's urban environment, parking is a major concern, and the Partnership applauds the efforts of Civic San Diego staff to identify opportunities to increase on-street parking where possible. The net increase in on-street parking over the initial 10 years of the plan provides the Partnership with confidence that the plan balances the needs of all users during this initial phase.

V-2
V-3
V-4

In light of this, the Downtown San Diego Partnership Board of Directors has directed me to prepare this letter in support of the first 10 years of the plan, on the condition that all parking issues are mitigated concurrent with the implementation of the plan and within the neighborhood within which parking is displaced. The Board also made the recommendation that Civic San Diego reevaluate the specifics of the plan with regard to Park Boulevard and C Street, and review the plan's effectiveness every 3 years during implementation.


V-5
V-6

Sincerely,

Kris Michell
President and CEO
Downtown San Diego Partnership

401 B Street, Suite 100 | San Diego, CA 92101 | P: 619-234-0201 | F: 619-234-3444
www.downtownsandiego.org

- V-1 This is an introductory comment on the role of the reviewer. Specific comments are addressed individually below.
- V-2 This is an opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- V-3 This comment is not at variance with the SEIR. No further response required.
- V-4 Comment noted. This comment provides general support for the short-range Mobility Plan projects and net increase in on-street parking. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- V-5 Comment noted. This comment provides support for the first 10 years of the plan conditionally, and does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. The Mobility Plan Parking Chapter was revised to add discussion in terms of additional on-street parking and will be provided prior or concurrent to the implementation of the cycle tracks. No further changes to the SEIR were required.
- V-6 Comment noted. Park Boulevard was reevaluated and the determination was made to maintain Park Boulevard open to vehicular traffic between Island Avenue and Market Street. C Street closure will remain, please see Topical Response #5 for additional information.

<div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: center;"> <p>CARLETON MANAGEMENT, INC.</p> </div> <div style="border: 1px solid black; padding: 2px 10px;"> <p>Letter W</p> </div> </div> <p>March 22, 2016</p> <p>Board of Directors Civic San Diego 401 B Street, Suite 400 San Diego, CA 92101-4298</p> <p>Re: Downtown Mobility Plan & Amendments Effects on Hillcrest Community</p> <p>Dear Members of the Board:</p> <p>We would like to bring your attention to our concerns regarding the proposed Downtown Mobility Plan as it relates to the overall plan proposed by SANDAG's Regional Bicycle Plan (collectively "the Plan").</p> <p>Carleton Management, and their related entities, own several properties along 5th Avenue in Hillcrest and have addressed our specific concerns to SANDAG Chairman of the Board, Ron Roberts, a copy of which is attached.</p> <p>Our concerns with the SANDAG plan are consistent with concerns of other communities affected; parking and the lack of a commitment to mitigate the parking prior to implementation. Moreover, we are concerned that SANDAG is attempting to use a piecemeal approach to avoid CEQA. As you know, the communities of Little Italy and the Gaslamp, have expressed concerns regarding the loss of parking on in their communities absent a solid mitigation plan. The Plan that SANDAG staff have published does not accept responsibility for execution of this mitigation. Providing off-street parking blocks away from a business where street parking was provided is not mitigating the loss; and relying upon a property owner to provide this parking is not absolute. The net loss of parking to the community of Hillcrest, and other communities is a detriment to the overall business community, and is particularly perilous to our tenants' success.</p> <p>Additionally, we feel that that The Plan as it connects to 4th and 5th Avenues into the community of Hillcrest poses a hazard to cyclists, pedestrians and could have a negative impact on ridership. We have learned today that the existing bike facilities on these streets have increased ridership a mere 10 trips per day which we feel is not sufficient to make up for the potential loss of revenue for the businesses effected by unmitigated parking losses along that same corridor. The blocks to the south of the connection at 4th, 5th and 6th and Ash Street are depicted on The Plan as "High Collision Area", whereas the "High Bicycle Demand" could easily make a natural cycle track connection without impacting safety. Once the cyclist follows the path to Washington Street on both 4th and 5th Avenues in Hillcrest as depicted on the SANDAG plan, the</p> <p style="text-align: center;">11440 West Bernardo Court, Suite 390, San Diego, CA 92127 (858) 613-1000 Fax (858) 613-1660 www.carletonmanagement.com</p>	<p>W-1 This is an introductory comment on the role of the reviewer. Specific comments are addressed individually below.</p> <p>W-2 The Downtown Mobility Plan has provided a thorough traffic impact analysis for the proposed facilities and the Mobility Plan Parking Chapter was revised to add discussion in terms of additional on-street parking will be provide prior or in concurrent to the implementation of the cycle tracks.</p> <p>W-3 Comment noted. This comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>W-4 The Mobility Plan provided feasibility analysis for all proposed facilities. City of San Diego and/or NACTO standards will be followed during the design phase. The fundamental principle of this Mobility Plan is to develop safe and connective networks for all users, including protected/separated bicycle facilities, reduced crossing distances at intersections, etc.</p> <p>W-5 Comment noted. The Cycleways proposed in the Downtown Mobility Plan are protected and physically separated from auto traffic, not buffered bike lanes such as fourth and fifth avenues in Uptown. In addition, it has been proven by other cities that the implementation of a system of cycle tracks would yield better results than individual facilities.</p> <p>W-6 Comment noted. This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>W-7 Comment noted. Comment reflects the opinion of the reviewer on the SANDAG's Uptown Bikeway Corridor Project and does not address the adequacy of this SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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bike lane stops at Washington with no connection to any other bike lane so the cyclist is left to navigate not only the traffic along 5th Avenue and Washington Street, but also the intersection used for ambulance transport for a Level 1 Trauma Center.

W-7
cont.

We implore the Civic San Diego Board to consider these risks in reviewing the Downtown Mobility Plan connection to SANDAG's overall plan into Uptown. While SANDAG has indicated a future plan for a connection to Bachman, the streets between 5th Avenue to Bachman are narrow and could not accommodate the residential permitted parking as well as a bike lane. If the bike lane connection from Downtown to Uptown occurs on 1st, 2nd or 3rd, it would easily and more naturally accommodate a connection to Arbor Street and ultimately Bachman Place.

W-8

W-9

Please feel free to contact me or Jeff Silberman at 858-613-1000 if you would like to discuss in more detail. We thank you in advance for your consideration.

Sincerely,

Tami Daiber, RPA, FMA
Chief Operating Officer

:td

Attachment

cc: Jeff Silberman, President, CEO
Cynthia Eldred, Esq., Law Office of Cynthia L. Eldred, APC
Benjamin Nicholls, Hillcrest Business Association
Brad Richter, Assistant Vice President, Planning, Civic San Diego

W-8 Comment noted. This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

W-9 Comment noted. This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter X



March 23, 2016

East Village Business Improvement District

Reese Jarrett, CEO and Brad Richter, Assistant Vice President Planning
Civic San Diego – sent electronically

Re: Proposed Downtown San Diego Mobility Plan

Dear Reese and Brad:

The East Village Association conducted extensive community outreach on the proposed Downtown San Diego Mobility Plan and had Brad Richter present to the EVA Transi/Parking committee and to the EVA Community Issues committee.

The EVA appreciates the effort that went into creating a framework for enhancing pedestrian and bicycle transportation with a focus on public safety and sustainability. While the EVA approves the overall concept of the plan, we have major concerns about the proposed plan and strongly urge Civic San Diego to re-visit and amend the plan before it goes to City Council with the following suggestions:

- 1. During the first ten years of the plan, parking spaces removed in the neighborhood must be replaced with the same number of spaces elsewhere in the East Village neighborhood as close to the removed spaces as possible.
- 2. Developers must comply with the required number of parking spaces for their development as called for in the current codes and ordinances.
- 3. Once the Mobility Plan has been implemented, it must be monitored and reviewed every three years for effectiveness. After the review, appropriate revisions should be put in place. Extensive community outreach needs to occur before implementation and during each review period after implementation.
- 4. Please pay attention to the needs of small businesses when re-configuring on street curb parking and allow for 15-minute parking spaces and commercial zone parking
- 5. Please convert parallel parking spaces to angled parking spaces wherever possible
- 6. Please include plans for maintenance for the 14th Street Promenade and any other pedestrian amenity
- 7. The City of San Diego needs to commit to completing a parking study so that increased parking will coincide with implementing green space initiatives.

The EVA looks forward to working with Civic San Diego, SANDAG and the City of San Diego on a refined Downtown Mobility Plan that takes into consideration the needs of the East Village neighborhood since the East Village since it is the largest neighborhood in downtown San Diego.

Sincerely,

David Hazan, President

cc: Mayor Kevin Faulconer
Councilmember Todd Gloria

East Village Association, Inc. • 1041 Market St. #200 San Diego, CA 92101 • p. 619.546.5636 • f. 619.239.1200 • EastVillageSanDiego.com

X-1

X-2

X-3

X-4

X-5

X-6

X-7

X-8

X-9

X-1 This is an introductory comment on the outreach under the purview of the association. The suggestions listed below do not address the adequacy of the SEIR or the Mobility Plan. The comments will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

X-2 The revised Mobility Plan includes the following language in Section 13.2 Short- and Long-Range Projects:

“Angled parking conversion is proposed to occur prior to, or concurrently with, Cycleway implementation to ensure no short-term net parking decrease.”

Implementation of the Short-Range Projects and the East Village Green parking structure is estimated to result in a net increase of 125 parking spaces within the East Village neighborhood.

X-3 Comment noted. The Mobility Plan does not include changes to currently adopted development codes and ordinances. This comment does not address the adequacy of the SEIR or the Mobility Plan. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

X-4 Section 13.6, Monitoring, proposes regular annual or bi-annual monitoring for cyclists and pedestrians, and also emphasizes the importance of monitoring roadways where road and lane diets are proposed. The Mobility Plan does not preclude additional monitoring, outreach, or future refinements that may result from additional changes or developments Downtown that are currently unknown.

X-5 The Mobility Plan does not preclude existing or future 15-minute and commercial parking designations. In the near future Civic San Diego will undertake a new comprehensive block-by-block parking assessment for Downtown to better understand existing demand, issues, and opportunities to increase parking and a park once strategy.

	<p>X-6 Parking Policy 9 (P-P-9) reads “Strive to maintain on-street parking availabilities by converting parallel parking to angled parking where possible.”</p> <p>X-7 The Mobility Plan is a long-range, communitywide planning document and is not intended to provide maintenance plans for individual projects. Maintenance plans will be examined and proposed at the individual project level.</p> <p>X-8 In the near future Civic San Diego will undertake a new comprehensive block-by-block parking assessment for Downtown to better understand existing demand, issues, and opportunities to increase parking and a park once strategy.</p> <p>X-9 This is a concluding comment, no further response required.</p>
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Letter Y

From: Jordan Kohl <kohljordan@gmail.com>
Sent: Tuesday, January 26, 2016 4:39 PM
To: Brad Richter
Subject: Downtown Mobility Plan feedback

Brad,

Pretty much every page of the Downtown Mobility Plan makes me so happy to be living in San Diego! I know this stuff has a habit of being delayed, watered down, or in the case of the Hillcrest bike lanes, completely denied; but if even half of it comes true it will be a dream for residents -- whether they bike, walk, take transit, or drive.

Just wanted to say thanks to everyone involved and hope I can help in any way possible. Looking forward to see these changes in action!

Thanks,
- Jordan

} Y-1

Y-1 The comment expresses the opinions of the commentator and support for the proposed Mobility Plan. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter Z

From: Rafael Perez <rafael@thehomemap.com>
Sent: Wednesday, January 27, 2016 12:55 PM
To: Brad Richter
Subject: Public Review- Downtown Mobility Plan (Cycling)

Good Afternoon,

I reviewed the cycling portion of the mobility plan and based on renderings it looks like the West side of J street is proposed to have a dedicated bike lane replacing the on street parking. As an East Village resident, I can attest to how needed those parking spots are. As a cyclist, I can appreciate the safe route to get through downtown.

I think that placing a dedicated bike lane on ISLAND would make more sense. Island has much less dedicated parking spots that would be eliminated and is centrally located between Market and J. The street also makes more sense extending East as Island continues well past Grant hill whereas J st does not continue uninterrupted.

Thank you for your time.
Rafael



Rafael Perez

REALTOR® CalBRE #01479670
TheHomeMap at Team Aguilar Real Estate
(619)333-0116 Direct (619)374-7280 Fax
www.TheHomeMap.com

Confidentiality Notice: The contents of this transmission and its attachments are intended solely for the addressee(s) hereof.

Z-1

Z-1

The comment expresses a preference for the location of bicycle facilities. Island Avenue was evaluated and is a good street for the proposed Class 3 facility with sharrow markings due to the low traffic levels and speeds rather than a dedicated cycle track. Due to the street improvements constructed over the past decade, the bulb-outs at intersections only provide 26 feet between the curbs which do not allow for a protected, or even standard, bike lanes along this corridor. J Street was selected because a protected two-way cycle track can be accommodated with the retention of on-street parking, except for the three-block stretch between Seventh and Tenth avenues next to the Outfield Park and Petco Park. The Plan proposes to add angled parking on several streets to replace any loss of parking associated with the cycle tracks, including Ninth Avenue north of J Street. Estimates for the implementation of all short-term projects, including most Cycleways, Greenways on 14th Street and E Street, and angled parking conversions would result in a net gain of 227 public parking spaces throughout Downtown.

Letter AA

From: rhodes@laplayaheritage.com
Sent: Wednesday, January 27, 2016 1:29 PM
To: Brad Richter; CITY City Clerk - Elizabeth Maland; cityclerk@sandiego.gov; KevinFaulconer@sandiego.gov
Subject: Downtown San Diego Draft Mobility Plan for Public Review - Your Input Needed!

Hello Civic San Diego:

Please unlock your pdf files online. The documents for public review are currently locked.

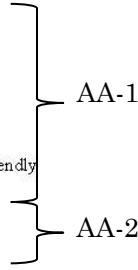
Therefore no one can highlight or take notes on the thousands of pages in technical documents for later analysis.

Will the pdf documents be unlocked? All government reports out for public review are to be consumer friendly and unlocked.

Hopefully the EIR included all the new Seismic Hazard identified by City staff in downtown.

Regards,

Katheryn Rhodes
619-523-4350



AA-1 A review of both the Mobility Plan and the Draft SEIR indicate that the files are not locked and are available to be downloaded and saved locally as needed. In addition, programs (e.g., Adobe Acrobat) would allow for additional function for .pdf files.

AA-2 As noted in Section 1.3.1 of the Draft EIR, a Supplemental EIR was prepared for the proposed Project in accordance with Section 15163(a) of the CEQA Guidelines. Therefore, the environmental document contains only the information necessary to make the 2006 PEIR adequate for the proposed Project. The proposed Project involves multi-modal and transportation facilities within the rights-of-way as assumed in the 2006 Final PEIR prepared for the Downtown Community Plan, and does not alter the Downtown Community Plan geologic goals and policies or the applicable building codes that would apply for development and structures. Similar to the conclusions in the PEIR, geology impacts would be less than significant and no mitigation would be necessary.

Letter AB

From: Terry Shirley <tshirley@cox.net>
Sent: Wednesday, January 27, 2016 1:10 PM
To: Brad Richter
Subject: ECB Mobility Study

Hello Brad,

I just received your email regarding the downtown mobility study draft. You've apparently been quite successful in funding and drafting the study which is needed with the growth of downtown.

In the College Area, for the past year plus, we've been trying to secure funds for drafting a mobility study between 55th and the La Mesa border. We've applied from various grants and thus far have not had luck. Kensington and Normal Heights have worked separately for a mobility study on the portion from 55th extending to Park Avenue. As you may know, the ECB corridor has been developed in a rather hodge-podge manner with no real plan governing signing, types of businesses, traffic flow, parking, pedestrian corridors, bike lanes, trees, etc. Now that the area has been dubbed by SANDAG as a projected high density corridor for many new residences and businesses, it has become even more important to conduct a study along the entire corridor. The city must make sure it provides the best plan possible to move the heavy traffic increase, while providing pedestrian, bike friendly and SAFE access along the Blvd for existing and new residents. We cannot take the risk of not approaching this correctly with a plan for the entire Blvd – the major through corridor connecting the eastern most parts of the city with downtown.

AB-1

Unfortunately, we are often a neglected part of the city. We hope that you can help.

Thanks,

Terry
 Terry Shirley
 5181 Reservoir Drive
 San Diego, CA 92115
 CACC, Treasurer
 East Blvd, Alliance Committee

AB-1 The area referenced in the comment is outside of the project study area, Downtown San Diego, and also is outside of the scope of services. The study area for the proposed Project consists of 1,445 acres in Downtown, generally bounded by Laurel Street and I-5, Commercial Street, 16th Street, Sigsbee Street, Newton Avenue, Harbor Drive, and the extension of Beardsley Street; and San Diego Bay. The layered network approach addresses mobility and facilities within the study area and adjacent community connections. The Mobility Plan would also not preclude additional facilities and connections to adjacent areas. This comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AC

From: roger leszczynski <rogerlas@gmail.com>
Sent: Thursday, January 28, 2016 7:52 PM
To: Brad Richter
Subject: downtown mobility project . cycleways are WRONG!

people use bicycle to get to downtown destinations (restaurants, shopping) where most the cars go - 4th , 5th ave, broadway, ash st, front st, market st. Your proposal is shoveling off bike riders to dead zone streets with nothing of interest. Dont put cars over people power (walking, biking).

} AC-1

AC-1 Every street in Downtown was carefully evaluated in terms of facility spacing, connectivity, feasibility, etc. Broadway west of Third Avenue, and Fourth Avenue and Fifth Avenue north of B Street are included as Cycleways.

Cycleways along the full extent of Broadway through Downtown and Market Street were considered during the network development phase. However, after discussing the roadway modifications required to implement cycle tracks on these roadways with community members, the fire department, and other stakeholders, these facilities were ultimately left out of the recommended network. Potential cycle tracks along Broadway and Market Street were analyzed in the Downtown Mobility Plan Technical Report. These analyses provide flexibility for future implementation should community attitudes shift regarding mobility along these corridors.

Letter AD

From: Bill Orabone <orabone@gmail.com>
Sent: Friday, January 29, 2016 12:46 PM
To: Brad Richter
Subject: Mobility Plan

Hi Brad - I'm looking over the Mobility plan and something strikes me as an unanswered question.

If we're encouraging bike travel, flow matters. For example, why would someone bike down Beech St from Pac Hwy to 6th with a stop sign at every intersection (except for two traffic lights)? It's a route I already avoid for that reason - which pushes me onto A and Ash - and a bike lane won't change that.

So is changing (removing) stop signs part of this?

Bill

AD-1

AD-2

AD-1 Comment noted. Please see Topical Response #2.

AD-2 Consistent with the currently adopted Downtown Community Plan, traffic signals are planned to be installed at the Beech Street intersections of Pacific Highway and Beech Street, Kettner Boulevard and Beech Street, and India Street and Beech Street. Stop sign removals are not proposed as a part of this Mobility Plan in order to maintain the low auto travel speed on Beech so that riders at all experience levels can feel comfortable to travel on this facility.

Letter AE

From: info@downtownsdmobility.com
Sent: Monday, February 01, 2016 7:25 PM
To: info@downtownsdmobility.com
Subject: Comment from the Downtown San Diego Mobility Plan Website

Comment Submitted by:

Name: Todd Hutchins
 Organization: Smart Corner/ EVRG
 Email: todd.hutchins@gmail.com

Possibly Regarding Page:

[/app_pages/view/125](#)

Subject:

Comment on Draft Downtown Mobility Plan

Comment:

name:

Todd Hutchins

email:

todd.hutchins@gmail.com

The Bike Plan is poorly thought out along Broadway and C Street. As proposed, the Cycle Paths on west Broadway would turn into dangerous "bike routes" east of Horton Plaza. This is dangerous. Broadway will be the main bike corridor. No cyclist is going to jig 2 blocks to the north (onto the proposed cycle paths along 3rd and B Street before coming back to C street). Instead, the tracks should turn into bike lanes or shared "bike/bus" lanes.

I am just one of many cyclist that ride down Broadway to the Coronado ferry at Broadway each morning, this is a big issue. Getting Broadway right as a straight bike path will be essential to ensuring the network actually works.

} AE-1

AE-1 Every street in Downtown was carefully evaluated in terms of facility spacing, connectivity, feasibility, etc. A cycle track along the full extent of Broadway through was considered during the network development phase. However, after discussing the roadway modifications required to implement cycle tracks on these roadways with community members and other stakeholders, this facility was ultimately left out of the recommended network. Potential cycle tracks along Broadway and Market Street were analyzed in the Downtown Mobility Plan Technical Report. These analyses provide flexibility for future implementation should community attitudes shift regarding mobility along these corridors. Additionally, this comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AF

Dear Brad,

Congratulations on coming up with a wonderful plan that includes safe access around downtown for cyclists. I live in the North Park area and work downtown. I ride my bike a lot less than I would like to because there are just too many instances where my life is at the mercy of a distracted driver or an aggressive driver. The cycle track map on page 50 of the plan is very encouraging.

I know that this plan focuses on downtown, but I hope that the cycle track on Park Boulevard will extend north to University Avenue and beyond. That is a particularly dangerous route for cyclists due to the volume of cars, buses and parked cars along the sides. For such a major artery into the downtown area from the many uptown neighborhoods, the lack of bike lanes is a big surprise to the many visitors I have in from out of town.

I have two teenage children who would love to ride into downtown. Currently, I won't allow it because it is just too dangerous.

Bravo, and I look forward to seeing this plan put into action.

Dominic Fulgoni

AF-1

AF-1 The area referenced in the comment is outside of the scope of the study area. The layered network approach addresses mobility and facilities within the study area and adjacent community connections, such as the Park Boulevard connection referenced in the comment. The Mobility Plan would also not preclude additional facilities and connections to adjacent areas. Additionally, this comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AG

From: philip ochoa <po9473@yahoo.com>
Sent: Friday, February 12, 2016 7:44 AM
To: Brad Richter
Cc: Joan Wojcik
Subject: Downtown San Diego Mobility Plan

Hi Brad,

I was present at last Thursday's, 11:30 a.m. meeting. I missed the first 15 mins. of your presentation as I got in the way, and I was late. By the way, I'm the VP of the Alta Tower high-rise residential HOA on 6th and Market. I also belong to the East Village Residents Group.

What peaked my attention at the meeting was a MAJOR change on 6th Ave., from the West side of 6th Ave. to the East side of it. This change puts the bicycle lane(s) at the front door of Alta Tower and its passenger loading/unloading area, as well as the Z hotel's next door and many business establishments on the East side of 6th.

This is our front door, and part of East Village (EV), whereas on the West side of 6th it is the back side of the Gaslamp Quarter (GQ). The bike lanes should be on the West side of 6th as in fact it is the back of the Gaslamp Quarter and NOT in our front door. Why not use 4th Ave.? It appears to me 6th Ave. is the dumping ground for when the Gaslamp does not want something done or built on 5th, which is almost always.

This, I feel, should not be happening as 6th Ave. is in many ways just as busy and prominent as 5th Ave., except that the East side of 6th is in the East Village, while the West side belongs to GQ. Again, EV seems to be the dumping ground for almost anything. I would like to speak with you about this matter. Thank you.

Looking forward to your response,

Phil Ochoa
 Alta BOD
 EVRG member
 619 300 7357

AG-1

AG-1

The comment expresses a preference for the location of bicycle facilities. The cycle track was always planned for the east side of Sixth Avenue and the "west" side text in the Draft Plan was an error that has been corrected. All of the diagrams in the appendix of the Mobility Plan (Traffic Report) correctly show it on the east side. The reason for the east side is that best practices in the design of these cycle tracks promote that they be located on the left side of a one-way street (as they are proposed on State Street and C Street) for several reasons. It has been found to increase visibility at intersections and driveways as the bicyclist is located on the driver's side of the vehicle and left turns at intersections allow both the bicyclist and driver more space to see each other. There are many businesses and "front doors" on both sides of Sixth Avenue as well as the other streets designated for cycle tracks. The Cycleways are designed to maintain parallel parking on both sides of the street, including passenger and commercial loading zones, it just moves the parking lane out from the sidewalk by 12 to 13 feet. Full use of these parking spaces is maintained, the only difference is pedestrians from parked vehicles just need to walk across the cycle track. The cycle track network is intended to provide a safe cycling network for both residents and visitors and are a desired facility to enhance cycling safety, provide alternative active modes of transportation, and reduce greenhouse gas emissions consistent with the City's recently adopted CAP.

Letter AH

From: info@downtownsdmobility.com
Sent: Tuesday, February 16, 2016 12:42 PM
To: info@downtownsdmobility.com
Subject: Comment from the Downtown San Diego Mobility Plan Website

Comment Submitted by:

Name: Peter Martin
Organization: CDM Smith
Email: martinpc@cdmsmith.com

Possibly Regarding Page:

/mail_forms

Subject:

One way streets

Comment:

name:

Peter Martin

email:

martinpc@cdmsmith.com

One way streets are misunderstood. With San Diego's short block spacings and signalized intersections downtown, one way streets provide the perfect opportunity to manage traffic speeds to slow speeds consistent with ped, bike and bus speeds in the downtown. Thus they are good safety tools. One way streets also can provide greater opportunity for bike lanes and transit lanes as left turn pockets are not needed. Good for on street delivery needs as well. Lastly as they do not need minor movement signal phases for left turns the signal cycles are short which helps peds and buses (bikes ignore signals). Bottom line is that one way streets can be managed to work for everyone and not just traffic.

AH-1

AH-1 Comment noted. This comment states support for one way streets and is not at variance with the information presented in the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AI

From: info@downtownsdmobility.com
Sent: Wednesday, February 17, 2016 11:12 AM
To: info@downtownsdmobility.com
Subject: Comment from the Downtown San Diego Mobility Plan Website

Comment Submitted by:

Name: Tim Cowden
 Organization: Colliers International - Commercial Real Estate
 Email: tim.cowden@colliers.com

Possibly Regarding Page:

/mail_forms/submit/TS

Subject:

Downtown Bike Lanes

Comment:

name:

Tim Cowden

email:

tim.cowden@colliers.com

Brad,

I just reviewed the email Crista Swan sent out highlighting the development of more bike lanes in Downtown San Diego. I realize everyone means well by removing vehicle lanes and replacing them with these bike lanes. I think the net effect actually makes traffic much worse. All over the Uptown area we now have these huge bike lanes. The reality is there are no more than a handful of bikes using them at any particular point in time. Meanwhile we are forcing twice as much vehicular traffic into the remaining vehicle lanes (usually just one lane). This leads to traffic being backed up waiting to get through stop lights and stop signs and artificially creates traffic jams while the bike lanes are blissfully empty. Then you throw in the occasional delivery truck that stops in the middle of a lane because there isn't enough space for him to park and offload at a restaurant or business, or, you throw in some construction work into the only vehicle lane and you've created a real mess. We will still be driving cars well beyond our lifetimes and expecting someone to walk or ride a bike to Downtown from Escondido or El Cajon just isn't realistic.

} AI-1

Tim

A-1 Please refer Topical Response #6 for information regarding overall network development and traffic operations. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AJ

From: Peter Abadeer <pabadeer@gmail.com>
Sent: Tuesday, February 23, 2016 1:23 PM
To: kevinfaulkner@sandiego.gov; toddgloria@sandiego.gov; Brad Richter
Subject: Little Italy Proposed Bike Lanes

To whom it may concern:

Thank you for taking steps to make biking safer in our city! However, I urge you to reconsider the plan for a two-way bike lane on Sate and Beech streets and consider instead the LIA and LIRA suggestion to add bike lanes on Pacific Coast Highway and W Ash.

As a resident of Little Italy, we have regular near-misses with cyclists. Our streets are congested and parking is difficult and often blocks visibility of cyclists from cars. Adding bike lanes on State and Beech will exacerbate both of those issues; those streets are not safe or reasonable options for bike lanes. Additionally, the State Street connector would lead cyclists through high-traffic freeway intersections (Grape and Hawthorn) where there are already intense traffic issues and near-accidents at every light. Adding cyclists to the mix would not be safe for them.

Also, as I'm sure you know, parking is at a PREMIUM in Little Italy. We can't afford to lose the new on-street parking that LIA proposed more than 5 years ago to Civic San Diego. (The proposal converts parking on the east side of State Street to diagonal parking and the north side of Beech to head-in- creating an additional 50+ parking spaces which we DESPERATELY NEED.) In addition, Little Italy is one of the neighborhoods within downtown, to which the city does not grant residents' permits.

Please reconsider the plan to include these recommendations from LIA and LIRA- we all live and work in this neighborhood daily and know more than anyone what will and what will not work- and the plan as recommended will not add to the neighborhood, only exacerbate other problems while putting cyclists at risk.

Thank you,
 Peter Abadeer
 1501 India

AJ-1

AJ-2

AJ-3

AJ-4

AJ-1 The Mobility Plan includes planned cycle tracks along Pacific Highway. Please refer to Topical Responses #2 and #3 for information on the Beech Street and State Street cycle tracks. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

AJ-2 Please refer to Topical Responses #2 and #3 for information on the Beech Street and State Street cycle tracks.

AJ-3 Please refer to Topical Response #1 for information regarding on-street parking.

AJ-4 This is a closing comment that will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AK

From: Vito Altieri <vjasa@sbcglobal.net>
Sent: Tuesday, February 23, 2016 4:18 PM
To: Brad Richter
Subject: Downtown Mobility Plan - Little Italy

As a condo owner in Little Italy I am against any bike lane on State Street or Beech. It should be on Ash and Pacific Highway as proposed by LIA and LIRA. No way should anything be done to take away any parking spaces from this area unless the city will build a parking structure that is free to park in like they have in Santa Monica.

Vito J Altieri
 1601 India Street #510
 San Diego CA 92101
 Thank You

Sent from my iPhone

} AK-1

AK-1 The Mobility Plan includes planned cycle tracks along Pacific Highway. Please refer to Topical Responses #2 and #3 for information on the Beech Street and State Street cycle tracks. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.



Letter AL

DOWNTOWN SAN DIEGO MOBILITY PLAN

COMMUNITY WORKSHOP #3

February 23, 2016 • 6:00 p.m. – 8:00 p.m.

COMMENT FORM

If you wish to provide written comments or questions in lieu of, or in addition to, speaking publicly about the Draft Mobility Plan, please use this form. Please return the form to the facilitators at the end of the workshop. Visit downtownsmobility.org for more ways to submit written comments. Thank You!

- As corridors are implemented ~~and~~ new signal timing is put in place make sure the signal timing will work for cross traffic.
- Anything that can be done immediately and/or asap to improve the signal timing all over downtown will help congestion for all modes and cut down on greenhouse gas
- Dual Purpose Lane Parking/Peak Hour Travel Lane are a very good idea. More should be used

AL-1

AL-2

AL-3

- AL-1 Comment noted. In addition, signal modifications will be implemented when Cycleways are being implemented.
- AL-2 Comment noted. This comment is an opinion on the timing of implementation and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- AL-3 This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Name: _____ Organization (if any) _____

Email: _____ Phone: _____



Letter AM

DOWNTOWN SAN DIEGO MOBILITY PLAN

COMMUNITY WORKSHOP #3

February 23, 2016 • 6:00 p.m. – 8:00 p.m.

COMMENT FORM

If you wish to provide written comments or questions in lieu of, or in addition to, speaking publicly about the Draft Mobility Plan, please use this form. Please return the form to the facilitators at the end of the workshop. Visit downtownsdmobility.org for more ways to submit written comments. Thank You!

My concern is the class 4 lane on State Street (between Birch + Fir) AS a teacher at Washington Elementary School, I work safety patrol in front of the school and experience cars speeding past the school. Rarely do I ever see a bike on State Street. Do you have a contingency plan for bike lanes in front of schools? This will ~~be~~ impede our bus lanes and our drop off and pick up area. How do you handle this conflict in other areas you have done this? I am not against the plan completely, just against State Street class 4 lanes.

AM-1

AM-1 Please refer to Topical Response #3 for information on the State Street cycle track. The cycle track lies along the west side of State Street and does not eliminate, or conflict with, the school drop off bus loading areas. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Name: Jayne Barnett Organization (if any) Washington Elem. School
Email: spa.jayne@cox.net Phone: 61549-7164



Letter AN

DOWNTOWN SAN DIEGO MOBILITY PLAN

COMMUNITY WORKSHOP #3

February 23, 2016 • 6:00 p.m. – 8:00 p.m.

COMMENT FORM

If you wish to provide written comments or questions in lieu of, or in addition to, speaking publicly about the Draft Mobility Plan, please use this form. Please return the form to the facilitators at the end of the workshop. Visit downtownsdmobility.org for more ways to submit written comments. Thank You!

I am so impressed with the effort and thoroughness of the plan.

AN-1

AN-1 Comment noted. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Thank you for having all the workshops to include the residents in the process.

AN-2

AN-2 Civic San Diego recently completed installation of an updated wayfinding signage program in Downtown. The update included pedestrian circulation signs and kiosks as well as signage to direct pedestrians and bicyclists to nearby trails and key destinations. A future expansion of the wayfinding program will be added to identify Cycleways and Greenways as they are implemented.

Need signs directing to Balboa Park zoo before they get into the cul-de-sac @ 10th & Cedar. I give directions out of there most every day.

Name: SHARON CONNOR Organization (if any) _____

Email: Sharonconnor@gmail.com Phone: 619-306-7160



Letter AO

DOWNTOWN SAN DIEGO MOBILITY PLAN

COMMUNITY WORKSHOP #3

February 23, 2016 • 6:00 p.m. – 8:00 p.m.

COMMENT FORM

If you wish to provide written comments or questions in lieu of, or in addition to, speaking publicly about the Draft Mobility Plan, please use this form. Please return the form to the facilitators at the end of the workshop. Visit downtownsdmobility.org for more ways to submit written comments. Thank You!

No bike lane on State Street.
I have lots of neighborhood kids bring bikes, scooters to school. I am pro-friendly neighborhood.
I'm a resident of the neighborhood as well as Principal of WA. Elem.

AO-1

AO-1 Please refer to Topical Response #3 for information on the State Street cycle track.

Not feasible because:
We own that block Date to Fir/State to Freeway.
Our drop-off/pick-up is in the front on State.
There is no other option. We're being hemmed in! Bus drop off/pick-up is there also.
Traffic already fast, clueless (tourists) and steady a challenge to us much less a bikelane.

AO-2

AO-2 Please refer to Topical Response #3 for information on the State Street cycle track. The cycle track lies along the west side of State Street and does not eliminate, or conflict with, the school drop off bus loading areas. This comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

I get that all adult (single hipsters) love the bikelane idea but children need a school in their community.

Name: DAVID CRUM Organization (if any) WASH. ELEM.

Email: dcrum@sandi.net Phone: 619-344-6300

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.


**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets Bicycling Vehicular Traffic Parking
- Pedestrian Transit Transportation Demand Management Other Topics

Question or Comment:

Need parking not bike lane.

Name: DAVID CRUM Principal @ WA. Elem. 

AP-1

AP-1 The comment expresses the opinions of the commentator specific to proposed bicycle facilities and parking. This comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AQ

From: Dasha Dahdouh <dasha@totalcom.is.net>
Sent: Tuesday, February 23, 2016 3:47 PM
To: Brad Richter
Subject: Concerning proposed Little Italy Mobility Plan

Dear Mr. Richter,

I would like to oppose the recommendations proposed for Little Italy in Section 5 of the Downtown Mobility Plan in reference to the Class IV bike lanes on State and W. Beech Streets. As you are aware, the parking in Little Italy is impacted and this proposal calls for removal of existing or proposed parking, which would be detrimental to our neighborhood.

AQ-1

AQ-1 Please refer to Topical Responses #2 and #3 for information on the Beech Street and State Street cycle tracks. In addition, please refer to Topical Response #1 for information regarding on-street parking.

Our concerns specific to the parking needs in our neighborhood are:

- 1) The Association has taken action and been stonewalled on the parking conversion on several major beneficial streets in Little Italy. The plan was submitted to Civic San Diego, then CCDC, over 5 years ago and was supported by your Board and the Downtown Parking Management Group.
- 2) Many complexes, like ours, only have one parking space per unit because of CCDC's requirements and traditionally there are 2 or more cars per unit. This has been an ongoing issue, especially when the proposed parking conversion plans of the Association have not been adopted and implemented.
- 3) When we have guests over, it is even worse trying to have them park because of the lack of on-street parking and the success of Little Italy businesses. Patrons and our guests are vying for the same on-street parking. We need more on-street parking!

AQ-2

AQ-2 Please refer to Topical Response #1 for information regarding on-street parking.

I support the Little Italy Association and Little Italy Resident Association's proposed plan that welcomes ALL bikes in Little Italy while sharing with the needs of the increased density in our neighborhood. We want all lanes in Little Italy to be converted to Class III: Sharrow Lanes, but adamantly oppose Class IV: Protected Bike Lanes on State and W. Beech Streets. We want to see Pacific Highway and W. Ash Street used as Little Italy's Class IV: Protected Bike Lane corridors to access Downtown, Little Italy, Uptown and surrounding neighborhoods.

AQ-3

AQ-3 The Mobility Plan includes planned cycle tracks along Pacific Highway. Please refer to Topical Responses #2 and #3 for information on the Beech Street and State Street cycle tracks. In addition, please refer to Topical Response #1 for information regarding on-street parking.

I support having infrastructure for all modes of transportation, but feel the plan that has been presented by Civic San Diego does more harm than good to the Little Italy neighborhood.

AQ-4

AQ-4 This comment on the proposed Project will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

I am also forwarding my comments onto the Honorable Mayor Faulconer and Honorable Councilmember Gloria.

Sincerely,

Dasha Dahdouh, MPH
Little Italy Home Owner
1501 Front Street, San Diego, CA 92101

Letter AR

From: Karim Dahdouh <dahdouh.karim@gmail.com>
Sent: Tuesday, February 23, 2016 2:04 PM
To: Brad Richter
Subject: Comment - Downtown Mobility Plan

Dear Mr. Richter,

I would like to oppose the recommendations proposed for Little Italy in Section 5 of the Downtown Mobility Plan in reference to the Class IV bike lanes on State and W. Beech Streets. As you are aware, the parking in Little Italy is impacted and this proposal calls for removal of existing or proposed parking, which would be detrimental to our neighborhood.

Our concerns specific to the parking needs in our neighborhood are:

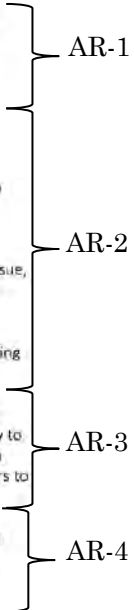
- 1) The Association has taken action and been stonewalled on the parking conversion on several major/beneficial streets in Little Italy. The plan was submitted to Civic San Diego, then CCDC, over 5 years ago and was supported by your Board and the Downtown Parking Management Group.
- 2) Many complexes, like ours, only have one parking space per unit because of CCDC's requirements and traditionally there are 2 or more cars per unit. This has been an ongoing issue, especially when the proposed parking conversion plans of the Association have not been adopted and implemented.
- 3) When we have guests over, it is even worse trying to have them park because of the lack of on-street parking and the success of Little Italy businesses. Patrons and our guests are vying for the same on-street parking. We need more on-street parking!

I support the Little Italy Association and Little Italy Resident Association's proposed plan that welcomes ALL bikes in Little Italy while sharing with the needs of the increased density in our neighborhood. We want all lanes in Little Italy to be converted to Class III: Sharrow Lanes, but adamantly oppose Class IV; Protected Bike Lanes on State and W. Beech Streets. We want to see Pacific Highway and W. Ash Street used as Little Italy's Class IV: Protected Bike Lane corridors to access Downtown, Little Italy, Uptown and surrounding neighborhoods.

I support having infrastructure for all modes of transportation, but feel the plan that has been presented by Civic San Diego does more harm than good to the Little Italy neighborhood.

I am also forwarding my comments onto the Honorable Mayor Faulconer and Honorable Councilmember Gloria.

Sincerely,
Karim Dahdouh
Owner
Palermo (1501 Front St.)



AR-1 Please refer to Topical Responses #2 and #3 for information on the Beech Street and State Street cycle tracks. In addition, please refer to Topical Response #1 for information regarding on-street parking.

AR-2 Please refer to Topical Response #1 for information regarding on-street parking.

AR-3 The Mobility Plan includes planned cycle tracks along Pacific Highway. Please refer to Topical Responses #2 and #3 for information on the Beech Street and State Street cycle tracks. In addition, please refer to Topical Response #1 for information regarding on-street parking.

AR-4 This comment on the proposed Project will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AS

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets
- Bicycling
- Vehicular Traffic
- Parking
- Pedestrian
- Transit
- Transportation Demand Management
- Other Topics

Question or Comment:

AS-1

AS-1 This record of a request to speak at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Name: Anne MacMillan Eichman

#10

Letter AT

DMC DOWNTOWN SAN DIEGO MOBILITY PLAN
COMMUNITY WORKSHOP #3
san diego FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets
- Bicycling**
- Vehicular Traffic
- Parking
- Pedestrian
- Transit
- Transportation Demand Management
- Other Topics

Question or Comment:

- As cycleways are being added ~~how~~ will they be resurfaced as well? } AT-1
- I'm so happy to see safe biking areas being developed } AT-1
- If you are putting cycleways on Park Blvd between Island & J St. where would you put it? } AT-1

Name: Michelle Evers

#26

- AT-1 Surfaces will be evaluated on a case by case basis at the individual project level. However, restriping will take place in order to implement the cycle tracks.
- AT-2 This comment expressing the opinion of the commentator specific to proposed bicycle facilities for the proposed Downtown network will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- AT-3 Park Boulevard will be closed to vehicular traffic between E Street and Market Street, and between Island Avenue and K Street to provide right-of-way for cycle track implementation. Please also refer to Topical Response #4 for more information on Park Boulevard cycle track.

Letter AU

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets Bicycling Vehicular Traffic Parking
- Pedestrian Transit Transportation Demand Management Other Topics

Question or Comment:

Parking

AU-1

AU-1 This record of a request to speak at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. Please see Topical Response #1 for additional information on on-street parking.

Name: Todd Ferrari

#1/8



Letter AV

DOWNTOWN SAN DIEGO MOBILITY PLAN

COMMUNITY WORKSHOP #3

February 23, 2016 • 6:00 p.m. – 8:00 p.m.

COMMENT FORM

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I am strongly supportive of the downtown mobility plan, specifically the cycletrack & green street.

AV-1

I recommend changing ~~more~~ ~~one~~ one-way streets to two-way streets wherever possible... even more than ~~the~~ ~~is~~ is specified in this plan, if possible.

AV-2

I am fine with the decrease in on-street parking spaces.

AV-3

I am an East Village resident.

AV-4

I strongly support the cycletrack alignment on Park Blvd, C Street, J Street, & 6th Avenue. I will use all of the green street. Please encourage bike parking opportunities ~~at~~ in downtown.

Name: Peter Fogec Organization (if any) _____
Email: peter.fogec@terpalum.umd.edu Phone: (619) 849 9169

AV-1 This letter expresses support for the proposed Mobility Plan for including cycle tracks and Greenways and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

AV-2 Comment noted. One-way to two-way conversions were carefully considered during the plan development process and as a result, E Street, Third, Eighth, and Ninth avenues are recommended to be converted into two-way streets.

AV-3 Comment noted.

AV-4 This letter expresses support for the proposed Mobility Plan for including cycle tracks and Greenways and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AW

From: Mike Foley <Mike.Foley@hawkinsway.com>
Sent: Tuesday, February 23, 2016 10:48 AM
To: toddgloria@sandiego.gov; Brad Richter;
Cc: kevinfaulconer@sandiego.gov
Subject: Downtown Mobility Plan - Little Italy

Dear Esteemed Colleagues!

Little Italy is a wonderful and important part of the lifeblood of the downtown San Diego experience! While we respect cycling, we dearly need the extra parking! As business and property owners there, please consider your support for the LIA and LIRA approved alternative Class IV tracks on Pacific Highway and W. Ash Street.

AW-1

The other solutions are dangerous as well, and the LIA and LIRA alternatives are pragmatic and certainly viable! Thank you for your time and attention.

AW-2

Michael Foley
 Director of Operations
 Hawkins Way Capital
 100 Wilshire Blvd. Suite 1750
 Santa Monica, CA 90401

Direct: 424-291-5864
 Cell: 949-416-4272

AW-1 The Mobility Plan includes planned cycle tracks along Pacific Highway. Please refer to Topical Responses #2 for information on the rationale for not recommending cycle tracks along Ash Street. In addition, please refer to Topical Response #1 for information regarding on-street parking.

AW-2 This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AX

From: info@downtownsdmobility.com
Sent: Tuesday, February 23, 2016 3:26 PM
To: info@downtownsdmobility.com
Subject: Comment from the Downtown San Diego Mobility Plan Website

Comment Submitted by:

Name: Ryan Ford
Organization: None Given
Email: Me@ryanford.us

Possibly Regarding Page:

<https://t.co/z8jjeDQhOg>

Subject:

Cycle Track + Bike Path support

Comment:

name:

Ryan Ford

email:

Me@ryanford.us

I just became aware of the Downtown Mobility plan. I'm unable to attend the meeting tonight but as a resident of the area and an avid bike comuter I would like to voice my support of the plan. I feel like consistent bike facilities would be a huge upgrade to the downtown area. I hope you guys can make it happen. In my opinion bike lanes > street parking in areas as dense as Downtown.

AX-1

Thanks,

Ryan

AX-1 This letter expresses support for the proposed Mobility Plan and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AY

From: Devon Foster <devonsd@gmail.com>
Sent: Tuesday, February 23, 2016 10:17 AM
To: toddgloria@sandiego.gov; kevinfaulkner@sandiego.gov; Brad Richter
Cc: Gomez Chris; Marco Li Mandri
Subject: Protected bike lanes in Little Italy

To whom it may concern:

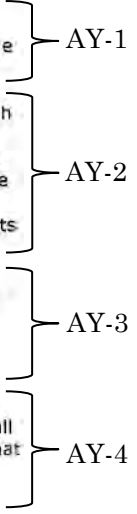
Thank you for taking steps to make biking safer in our city! However, I urge you to reconsider the plan for a two-way bike lane on Sate and Beech streets and consider the LIA and LIRA suggestion to add bike lanes on Pacific Coast Highway and W Ash.

As a 5+ year resident of Little Italy, I can assure you we have regular near-misses with cyclists. Our streets are congested and parking is difficult and often blocks visibility of cyclists from cars. Adding bike lanes on State and Beech will exacerbate both of those issues, those streets are not safe or reasonable options for bike lanes. Additionally, the State Street connector would lead cyclists through high-traffic freeway intersections (Grape and Hawthorn) where there are already intense traffic issues and near-accidents at every light. Adding cyclists to the mix would not be safe for them.

Also, as I'm sure you know, parking is at a PREMIUM in Little Italy. We can't afford to lose the new on-street parking that LIA proposed more than 5 years ago to Civic San Diego. (The proposal converts parking on the east side of State Street to diagonal parking and the north side of Beech to head-in- creating an additional 50+ parking spaces which we DESPERATELY NEED.)

Please reconsider the plan to include these recommendations from LIA and LIRA- we all live and work in this neighborhood daily and know more than anyone what will and what will not work- and the plan as recommended will not add to the neighborhood, only exacerbate other problems while putting cyclists at risk.

Devon Foster
owner and resident, Village Walk Condos



- AY-1 The Mobility Plan includes planned cycle tracks along Pacific Highway. Please refer to Topical Responses #2 for information on the rationale for not recommending cycle tracks along Ash Street.
- AY-2 It is important to note that the facilities proposed along State Street and Beech Street are cycle tracks. This type of facility provides a physical separation between moving vehicles and cyclists and is intended to improve comfort and safety for users. Please refer to Topical Response #3 for more discussion on the State Street cycle track.
- AY-3 Please refer to Topical Response #1 for information regarding on-street parking.
- AY-4 This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AZ



DOWNTOWN SAN DIEGO MOBILITY PLAN

COMMUNITY WORKSHOP #3
February 23, 2016 • 6:00 p.m. – 8:00 p.m.

COMMENT FORM

If you wish to provide written comments or questions in lieu of, or in addition to, speaking publicly about the Draft Mobility Plan, please use this form. Please return the form to the facilitators at the end of the workshop. Visit downtownsdmobility.org for more ways to submit written comments. Thank You!

*please see attachments and the asterisks.
Thank you!*

} AZ-1

AZ-1 The comment is an introduction to comments that follow which are addressed individually below.

Name: Chris Gomez Organization (if any) Little Italy Assoc.
Email: chris@littleitalyassoc.com Phone: 619/233-3898



February 23, 2016

Re: The final review of the Downtown Mobility Plan and its impact on Little Italy

Dear Little Italy Property Owners, Business Owners, Residents, and Friends:

This evening, February 23rd at 6:00pm, the final Stakeholder's Meeting for the Downtown Mobility Plan (DMP) will be held at the San Diego Central Library, 330 Park Boulevard, to make the last adjustments before adoption and implementation of the proposed plan.

AZ-2

AZ-2 Comment noted.

The DMP aims to consolidate several existing City of San Diego master and mobility plans into one document.

The section that is a cause of concern for the Little Italy Association (LIA), the Little Italy Residents Association (LIRA) and other neighboring communities is Section 5 of the DMP, which references cycling recommendations. Although LIA and other Downtown organizations recognize that infrastructure is needed for cyclists, the LIA and LIRA have been adamantly opposed to the two streets that cross through the residential hearts of Little Italy; State and W. Beech Streets.

AZ-3

AZ-3 Please refer to Topical Responses #2 and #3 for information on the Beech Street and State Street cycle tracks.

On page 43, of the DMP, the plan recommends for a two-way Class IV (Protected Bike Lane) up/down State and W. Beech Streets, connecting parts of Downtown to Uptown.

AZ-4

AZ-4 Please refer to Topical Responses #2 and #3 for information on the Beech Street and State Street cycle tracks.

This recommendation is not taking into consideration a few major issues:

- 1) The connector on State Street that leads to cyclists through high-traffic freeway intersections, W. Grape and W. Hawthorn Streets, and then continues north to "no man's land" up Reynard Way, which does not connect efficiently to the Uptown communities.
- 2) The loss of the new on-street parking that the LIA proposed over 5 years ago to Civic San Diego, then CCDC, for the conversion of the east-side of State Street to diagonal parking and the north-side of W. Beech Street to head-in parking, would approximately yield an additional 50+ parking spaces for the Little Italy neighborhood.

AZ-5

AZ-5 Please refer to Topical Response #3 for information on the State Street cycle track and Topical Response #1 for information regarding on-street parking.

The LIA and LIRA understand the cyclists need for safe Class IV cycling utilities which is why we both supported the recommended Pacific Highway as the North/South connector between Seaport, Downtown proper, Little Italy, Harbor Island into Point Loma; and W. Ash Street as the West/East connector between Cortez Hill, 4th/5th Uptown connector, Little Italy and the Embarcadero.

AZ-6

AZ-6 The Mobility Plan includes planned cycle tracks along Pacific Highway. Please refer to Topical Responses #2 for information on the rationale for not recommending cycle tracks along Ash Street.

LITTLE ITALY ASSOCIATION OF SAN DIEGO

2210 Columbia Street • San Diego, CA 92101 • Phone: 619-233-3898 • Fax: 619-233-4866
Email: mail@littleitalyso.com • Website: www.littleitalysd.com
Facebook: Little Italy San Diego • Twitter / Instagram / Pinterest: @LittleItalySD #LittleItalySD

The proposed DMP cannot move forward as it is currently recommended by Civic San Diego staff. The LIA and LIRA are looking for your support by attending the Stakeholder's Meeting on this evening, February 23rd at 6:00pm at the San Diego Central Library and opposing the proposed Class IV (Protected Bike Lanes) on State and W. Beech Streets. In an effort to create safe connectors for our Downtown and visiting cyclists, we ask that you voice your support for the LIA and LIRA approved alternative Class IV tracks on Pacific Highway and W. Ash Street.

AZ-7

If you are unable to attend this meeting, we request that you draft a letter with your comments/suggestions to Brad Richter of Civic San Diego and cc: the Honorably Councilmember Todd Gloria and Honorable Mayor Kevin Faulconer. Their contact information can be found below.

Brad Richter Asst. VP of Planning Civic San Diego 401 B Street, 4th Floor San Diego, CA 92101 richter@civicsd.com	Councilmember Todd Gloria City of San Diego 202 C Street, MS #10A San Diego, CA 92101 toddgloria@sandiego.gov	Mayor Kevin Faulconer City of San Diego 202 C Street, 11th Floor San Diego, CA 92101 kevinfaulconer@sandiego.gov
----------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------

Thank you for your time and support.

Sincerely,


Luke Vinci
Secretary of the Board & Parking Committee Chair
Little Italy Association

Thomas Cervello
Parking Committee Co-Chair
Little Italy Association

AZ-7 This is a concluding comment requesting LIA and LIRA members to oppose cycle tracks, attend a meeting, and submit comments. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

CHAPTER 5 | BICYCLING

Table 5-1 California Bicycle Facility Classifications

Class Description	Example
<p>Class I Bikeway (Bike Path) – Also referred to as shared-use paths or multi-use paths, Class I facilities provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Bike paths can provide connections where roadways are non-existent or unable to support bicycle travel. The minimum paved width for a two-way bike path is 8 feet and 5 feet for a one-way bike path, with a minimum 2 foot wide graded area adjacent to the pavement.</p>	
<p>Class II Bikeway (Bike Lane) – Provides a striped lane designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with pedestrian and motorist crossflows permitted. The minimum bike lane width where parking stalls are marked is 5 feet. The minimum width for a shared bike lane and parking lane is 11 feet.</p>	
<p>Class III Bikeway (Bike Route) – Provides shared use of traffic lanes with cyclists and motor vehicles, identified by signage and street markings such as "sharrows". Bike routes are best suited for low-speed, low-volume roadways with an outside lane width of 14 feet.</p>	
<p>Class IV Bikeway (Cycle Track) – Also referred to as separated or protected bikeways, cycle tracks provide a right-of-way designated exclusively for bicycle travel within the roadway and physically protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, or on-street parking.</p>	

Letter BA

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets
- Bicycling
- Vehicular Traffic
- Parking
- Pedestrian
- Transit
- Transportation Demand Management
- Other Topics

Question or Comment:

The Little Italy Assn is in opposition of State Street and W. Beech Street as Class IV. The Board recommends Pacific and W. Ash Street as official Class IV for Little Italy connector

Name: Chris Gomez (Little Italy Assn)



BA-1

BA-1 This comment identifies LIA's concern with bicycle facilities along State Street and Beech Street and provides support for cycle tracks along Pacific Highway and W. Ash Street. Please refer to Topical Responses #2 and #3 for more information on the Beech Street and State Street cycle tracks. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.



Letter BB

DOWNTOWN SAN DIEGO MOBILITY PLAN

COMMUNITY WORKSHOP #3

February 23, 2016 • 6:00 p.m. – 8:00 p.m.

COMMENT FORM

If you wish to provide written comments or questions in lieu of, or in addition to, speaking publicly about the Draft Mobility Plan, please use this form. Please return the form to the facilitators at the end of the workshop. Visit downtownsdmobility.org for more ways to submit written comments. Thank You!

- 7 A good balanced plan to accommodate all modes & support Climate Action ~~Plan~~ ^{MOBE} Share Goals.
- 7 A connected safe network of cycle tracks will reduce demand for on-street parking.
- 7 Protected bike lanes increase business in business districts.
- 7 ~~Down~~ Downtown with safe, protected bikeways ^{changes} attracts workforce talent to San Diego that do not want to own cars.
7 Key driver of Economic & Workforce Development

BB-1

BB-1 This information presented in this comment is not at variance with the information presented in the Mobility Plan and does not address the adequacy of the SEIR. This comment provides will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Name: Andy Handan Organization (if any) San Diego County Bicycle Coalition
Email: andy@albikesolutions.org Phone: 619.977.2989

Letter BC

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
COMMUNITY WORKSHOP #3
san diego FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets Bicycling Vehicular Traffic Parking
- Pedestrian Transit Transportation Demand Management Other Topics

Question or Comment:

Support for a complete and safe
bicycle network in Downtown

BC-1

Name: Andy Harslow

#16

BC-1 This record of a request to speak in support of a complete and safe bicycle network at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BD

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

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- Complete Streets
- Bicycling
- Vehicular Traffic
- Parking
- Pedestrian
- Transit
- Transportation Demand Management
- Other Topics

Question or Comment:

As a Little Italy resident and business owner I have major concerns about the cycling recommendations in Section 5 of the DMP. I strongly oppose the proposed class IV bike lanes on State and W. Beech and I support the alternative LIA and LIRA approved alternative Class IV tracks on Pacific Highway and W. Ash.

BD-1

Name: Sumrall Howell

BD-1 Please refer to Topical Response #3 for information on the State Street cycle track. Pacific Highway is included as a Cycleway in the Mobility Plan. Please refer to Topical Response #2 for information regarding the bicycle network development and why Ash Street was not selected as a Cycleway corridor. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BE

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets Bicycling Vehicular Traffic Parking
- Pedestrian Transit Transportation Demand Management Other Topics

Question or Comment: Parking, Traffic Signals

BE-1

Name: MARIO INGRASCI *MI*

BE-1 This record of a request to speak at Workshop #3 on parking and traffic signals will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BF

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets
- Bicycling
- Vehicular Traffic
- Parking
- Pedestrian
- Transit
- Transportation Demand Management
- Other Topics
Air Quality

Question or Comment:

Supportive of the plan as it gives real opportunities
for transportation alternatives which helps the
region meet our air quality goals.

Name: Kathy Keehan

#8

BF-1

BF-1 This record of a request to speak at Workshop #3 in support of the proposed Mobility Plan will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BG

From: Jeri Keiller <jerik825@gmail.com>
Sent: Tuesday, February 23, 2016 2:12 PM
To: toddgloria@sandiego.gov; kevinfaulconer@sandiego.gov; Brad Richter
Subject: Bike land plan for Little Italy
Importance: High

To whom it may concern:

We agree with our neighbors and LIA and LIRA on the stand regarding bike lanes in Little Italy.

Thank you for taking steps to make biking safer in our city! However, I urge you to reconsider the plan for a two-way bike lane on Sate and Beech streets and consider instead the LIA and LIRA suggestion to add bike lanes on Pacific Coast Highway and W Ash.

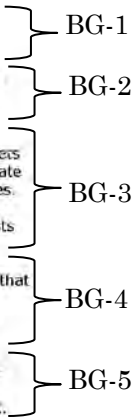
As a 13+ year resident of Little Italy, we can assure you we have regular near-misses with cyclists. Our streets are congested and parking is difficult and often blocks visibility of cyclists from cars. Adding bike lanes on State and Beech will exacerbate both of those issues, those streets are not safe or reasonable options for bike lanes. Additionally, the State Street connector would lead cyclists through high-traffic freeway intersections (Grape and Hawthorn) where there are already intense traffic issues and near-accidents at every light. Adding cyclists to the mix would not be safe for them.

Also, as you know, parking is at a PREMIUM in Little Italy. We can't afford to lose the new on-street parking that LIA proposed more than 5 years ago to Civic San Diego. (The proposal converts parking on the east side of State Street to diagonal parking and the north side of Beech to head-in- creating an additional 50+ parking spaces which we DESPERATELY NEED.)

Please reconsider the plan to include these recommendations from LIA and LIRA- we all live and work in this neighborhood daily and know more than anyone what will and what will not work- and the plan as recommended will not add to the neighborhood, only exacerbate other problems while putting cyclists at risk.

Jeri and Edward Keiller
 1501 India Street #512
 San Diego, CA 92101

Resident and owner for 13 years



- BG-1 The comment is an introduction to comments that follow and indicates support for LIA and LIRA opinions on proposed bicycle facilities in Little Italy. This letter will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- BG-2 Please refer to Topical Response #3 for information on the State Street cycle track. Pacific Highway is included as a Cycleway in the Mobility Plan. Please refer to Topical Response #2 for information regarding the bicycle network development and why Ash Street was not selected as a Cycleway corridor.
- BG-3 Please refer to Topical Response #3 for more discussion on the State Street cycle track. Additionally, the SEIR provides a discussion of impacts related to traffic capacity in Section 4.2 with mitigation outlined in Section 6.0, Mitigation Monitoring and Reporting Program. In some areas studied within the Downtown study area, mitigation is not fully implemented due to right-of-way constraints or the objectives of the plan which plan for a balance of facilities for both vehicular and non-vehicular uses. It is important to note that the facilities proposed along State Street and Beech Street are cycle tracks. This type of facility provides a physical separation between moving vehicles and cyclists and is intended to improve comfort and safety for users.
- BG-4 Please refer to Topical Response #1 for information regarding on-street parking. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- BG-5 Comment noted. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BH

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets
- Bicycling
- Vehicular Traffic
- Parking
- Pedestrian
- Transit
- Transportation Demand Management
- Other Topics

Question or Comment: I QUESTION THE SELECTED STREETS
FOR THE BICYCLE LANES

BH-1

BH-1 This record of a request to speak at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Name: LC Klein

12

Letter BI

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets Bicycling Vehicular Traffic Parking
- Pedestrian Transit Transportation Demand Management Other Topics

Question or Comment:

Support for complete, safe streets.

BI-1

Name: ANDY KOFF



BI-1 This record of a request to speak at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BJ

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets Bicycling Vehicular Traffic Parking
- Pedestrian Transit Transportation Demand Management Other Topics

Question or Comment: *This plan fails to deal w/ the highest traffic, highest speed streets. (10th & 11th, F & G)*

BJ-1

Name: *Alex Lange*

#24

BJ-1 10th and 11th avenues and F and G streets indeed carry significant amount of vehicular traffic and serve as direct connections to the freeway, as a result, these roads are designated as auto corridors in the Mobility Plan.



Letter BK

DOWNTOWN SAN DIEGO MOBILITY PLAN

COMMUNITY WORKSHOP #3

February 23, 2016 • 6:00 p.m. – 8:00 p.m.

COMMENT FORM

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Free Shuttle would help alleviate parking issues - currently not available in East Village - waiting development & advertising "per Shuttle phone reply"

> Usage patterns are learned - wanted light promotion of Free Shuttle will help change patterns.

BK-1

BK-1 This comment provides support for a free shuttle and Civic San Diego currently operates and will continue to expand the free shuttle service throughout Downtown. The comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Name: BOB LINK Organization (if any) EVK6 Society
Email: R.BL1480@jma1.com Phone: 619.458.2430



Letter BL

DOWNTOWN SAN DIEGO MOBILITY PLAN

COMMUNITY WORKSHOP #3

February 23, 2016 • 6:00 p.m. – 8:00 p.m.

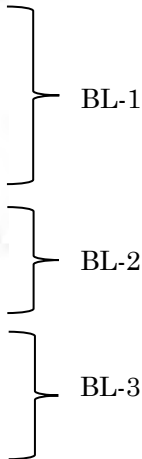
COMMENT FORM

If you wish to provide written comments or questions in lieu of, or in addition to, speaking publicly about the Draft Mobility Plan, please use this form. Please return the form to the facilitators at the end of the workshop. Visit downtownsmobility.org for more ways to submit written comments. Thank You!

- I would be interested in hearing more about how necessary parking ~~will be~~ & car ownership will be in 5, 10, 20 years. My husband already ~~does not~~ does not own a car and uses/bikes/trolleys where he needs to go for less \$ than owning a car.

- If there were safe bike lanes, I would definitely frequent Little Italy businesses more, biking from the East Village.

- In big support of this plan! Used to live in NYC & the biggest transition to San Diego has been the car-centric culture.



BL-1 Comment noted.

BL-2 This comment provides support for safe bike lanes in Little Italy and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

BL-3 This comment provides general support for the Mobility Plan. The comment does not address the adequacy of the EIR. No further response required.

Name: MEERAS. Organization (if any) _____

Email: meerasinha@gmail.com Phone: _____

Letter BM

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets
- Bicycling
- Vehicular Traffic
- Parking
- Pedestrian
- Transit
- Transportation Demand Management
- Other Topics

Question or Comment:

As a resident and business owner in the Little Italy neighborhood, I would request the committee review aspects of Section 5 of the AMP w/ regards to the proposed lanes on India St. & Beach St.

Name: Christopher Morgan

#9

BM-1

BM-1 A Class III bike route is proposed on India Street while a Class IV cycle track is proposed on State Street. Please refer to Topical Response #3 for information regarding the State Street cycle track.



Letter BN

DOWNTOWN SAN DIEGO MOBILITY PLAN

COMMUNITY WORKSHOP #3

February 23, 2016 • 6:00 p.m. – 8:00 p.m.

COMMENT FORM

If you wish to provide written comments or questions in lieu of, or in addition to, speaking publicly about the Draft Mobility Plan, please use this form. Please return the form to the facilitators at the end of the workshop. Visit downtownsdmobility.org for more ways to submit written comments. Thank You!

San Diego is close to becoming a ^{city where} car ownership is optional.

when I moved to SD in late 2012, I did not own a car. I had lived happily car free for about 10 years.

~~After~~ After a few years struggling without a car, I bought one.

this is one more car on the streets, usually parked. I am very excited for the City of SD to join the 21st century and the rest of the nation in providing mobility options.

Name: Alison Moss Organization (if any) Resident

Email: alison@ktuk.com Phone: 510-295-9548

Leaving options

of months park & rarely visit downtown life ok

BN-1

BN-1 This comment provides general support for the Mobility Plan. The comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.



Letter BO

DOWNTOWN SAN DIEGO MOBILITY PLAN

COMMUNITY WORKSHOP #3

February 23, 2018 • 6:00 p.m. – 8:00 p.m.

COMMENT FORM

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There is nowhere better than downtown San Diego to seize upon an opportunity to demonstrate how 'complete' streets can improve our quality of life. Creating spaces and pleasant means of getting about our city not only facilitates greater civic and neighborly engagement, but also makes for safer neighborhoods. Businesses also stand to receive greater patronage.

BO-1

Currently, it is a hostile environment to bicyclists and pedestrians. Many streets are underlit, dirty, provide no resting or recreational opportunities, and are prone to high vehicular speeds.

BO-2

As a resident, I find that even though there are many amenities and services located near my home, in many cases I am still forced to drive, parking, and contribute to traffic.

Name: DANIEL Organization (if any): PUBLIC ADMIN STUDEN (SDSU)
Email: dinstad@gmail.com Phone: 619.534.9548

BO-1 This comment is not at variance with the information presented in the SEIR. No further response required.

BO-2 This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BP

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets
- Bicycling
- Vehicular Traffic
- Parking
- Pedestrian
- Transit
- Transportation Demand Management
- Other Topics

Question or Comment:
 Residents, visitors, local businesses and San Diego stand
 to benefit from safer, more accessible streets by reducing
 auto flow speeds and providing more recreational and
 civic engagement opportunities. The quality of our
 communities is in no small part due to the
 quality of our streets, that connect and inspire us.

Name: DAMIAN N.

#5

BP-1

BP-1 This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BQ



DOWNTOWN SAN DIEGO MOBILITY PLAN

COMMUNITY WORKSHOP #3

February 23, 2016 + 6:00 p.m. – 8:00 p.m.

COMMENT FORM

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Parking is a premium in Little Italy.
If the Little Italy Association parking plan
can not be fully implemented which
provides an additional 50 parking spaces,
I do not support the Mobility Plan

BQ-1

BQ-1 Please refer to Topical Response #1 for information regarding on-street parking. This comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Name: Kenneth Nigro Organization (if any) Resident LI
Email: nwillmers@hotmail.com Phone: _____

Letter BR

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets
- Bicycling
- Vehicular Traffic
- Parking
- Pedestrian
- Transit
- Transportation Demand Management
- Other Topics

Question or Comment: Inadequate parking in Little Italy
w/ bike lanes taking away diagonal
parking on State Street

BR-1

Name: Kenneth Nigro

#6

BR-1 Please refer to Topical Response #1 for information regarding on-street parking. Additionally, this comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.



Letter BS

DOWNTOWN SAN DIEGO MOBILITY PLAN

COMMUNITY WORKSHOP #3

February 23, 2016 • 6:00 p.m. – 8:00 p.m.

COMMENT FORM

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6TH AV. EAST SIDE
5 HOURS NOT BE
USED FOR A BIKE
LANE, TOO BUSY,
VERY UNSAFE.

BS-1

BS-1 It is important to note that the facilities proposed along Sixth Avenue is a cycle track. This type of facility provides a physical separation between moving vehicles and cyclists and is intended to improve comfort and safety for users.

Name: PHIL ~~SCOTT~~ ALMA
Organization (if any) B.O. ~~B~~
Email: OCHOA Phone:
619-210-7957



Letter BT

DOWNTOWN SAN DIEGO MOBILITY PLAN

COMMUNITY WORKSHOP #3

February 23, 2016 • 6:00 p.m. – 8:00 p.m.

COMMENT FORM

If you wish to provide written comments or questions in lieu of, or in addition to, speaking publicly about the Draft Mobility Plan, please use this form. Please return the form to the facilitators at the end of the workshop. Visit downtownsdmobility.org for more ways to submit written comments. Thank You!

① MANY RESIDENTIAL BUILDINGS HAVE GARAGE ACCESS THAT CROSSES THE PROPOSED BIKEWAYS. WHAT WILL BE DONE TO ALLOW RESIDENTS EASY ACCESS TO THEIR PARKING WHILE PROTECTING CYCLISTS FROM AUTOS EXITING & ENTERING THESE GARAGES?

BT-1

BT-1 Adequate sight distances will be maintained for all garage and driveway access points. The City of San Diego and NACTO standards will be followed during the project design phase.

Name: DAVID PERKILL Organization (if any) N/A
Email: dperkill@gmail.com Phone: 6195648284

Letter BU

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2018 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets Bicycling Vehicular Traffic Parking
- Pedestrian Transit Transportation Demand Management Other Topics

Question or Comment:

① Support for State Street Corridor

② Turn Boxes

③ Enforcement

Name: John Randall

19

BU-1

BU-1 This record of a request to speak at Workshop #3 on State Street corridor and other aspects of the plan will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BV

From: Gail Roberts <g1roberts@icloud.com>
Sent: Tuesday, February 23, 2016 5:35 PM
To: Brad Richter; Cindi & Jim #516
Subject: Downtown Mobility Plan - Little Italy

I support LIRA & LIA recommendations. I cannot be at the 23rd meeting.
Regards, Gail Roberts
Porto Siena owner

Sent from my iPhone

} BV-1

BV-1 The comment expresses support for LIA and LIRA opinions and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

I just became aware of the Downtown Mobility plan. I'm unable to attend the meeting tonight but as a resident of the area and an avid bike commuter I would like to voice my support of the plan. I feel like consistent bike facilities would be a huge upgrade to the downtown area. I hope you guys can make it happen. In my opinion bike lanes > street parking in areas as dense as Downtown.

Ryan Rod

Letter BW

BW-1

BW-1 This comment provides support for the Mobility Plan and does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BX

From: Laura Rovick <laurarovick@gmail.com>
Sent: Tuesday, February 23, 2016 1:06 PM
To: toddgloria@sandiego.gov; kevinfaulconer@sandiego.com; Brad Richter
Cc: chris@littleitalysd.com
Subject: Little Italy bike lanes - oppose current proposal

To whom it may concern:

Thank you for taking steps to make biking safer in our city! However, I urge you to reconsider the plan for a two-way bike lane on Sate and Beech streets and consider instead the LIA and LIRA suggestion to add bike lanes on Pacific Coast Highway and W. Ash.

BX-1

BX-1 Please refer to Topical Response #3 for information on the State Street cycle track. Pacific Highway is included as a Cycleway in the Mobility Plan. Please refer to Topical Response #2 for information regarding the bicycle network development and why Ash Street was not selected as a Cycleway corridor. Additionally, the comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

As a 9+ year resident of Little Italy, I can assure you we have regular near-misses with cyclists. Our streets are congested and parking is difficult and often blocks visibility of cyclists from cars. Adding bike lanes on State and Beech will exacerbate both of those issues, those streets are not safe or reasonable options for bike lanes. Additionally, the State Street connector would lead cyclists through high-traffic freeway intersections (Grape and Hawthorn) where there are already intense traffic issues and near-accidents at every light. Adding cyclists to the mix would not be safe for them.

BX-2

BX-2 It is important to note that the facilities proposed along State Street and Beech Street are cycle tracks. This type of facility provides a physical separation between moving vehicles and cyclists and is intended to improve comfort and safety for users. Please also refer to Topical Response #3 for more discussion on the State Street cycle track.

Also, as I'm sure you know, parking is at a PREMIUM in Little Italy. We can't afford to lose the new on-street parking that LIA proposed more than 5 years ago to Civic San Diego. (The proposal converts parking on the east side of State Street to diagonal parking and the north side of Beech to head-in- creating an additional 50+ parking spaces which we DESPERATELY NEED.)

BX-3

Please reconsider the plan to include these recommendations from LIA and LIRA- we all live and work in this neighborhood daily and know more than anyone what will and what will not work- and the plan as recommended will not add to the neighborhood, only exacerbate other problems while putting cyclists at risk.

BX-4

BX-3 Please refer to Topical Response #1 for information regarding on-street parking.

Laura Rovick
 Village Walk
 1501 India Street (unit facing Beech St)
 San Diego, CA 92101
 619-807-0717

Sent from my iPhone

BX-4 This comment reflects the opinion of the reviewer and support for the recommendations provided by LIA and LIRA and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BY



DOWNTOWN SAN DIEGO MOBILITY PLAN

COMMUNITY WORKSHOP #3
February 23, 2016 • 6:00 p.m. – 8:00 p.m.

COMMENT FORM

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Does the plan consider the formation of a transportation district for funding transportation infrastructure development? Such a district would work like a parking district only funds would be pooled from parking fees, special assessments, payroll tax and property or business tax etc. The pooled funds would match other funds to pay for the most needed improvements to help reduce vehicle use, increase active transit and bike.

BY-1

BY-1 No, the Mobility Plan does not include provisions for the formation of an additional transportation district.

BY-2

BY-2 Comment noted. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Name: Joel Organization (if any) Cleveland National Forest Foundation
Email: jshuecox.net Phone: 619 708 2050

Letter BZ

CMC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets Bicycling Vehicular Traffic Parking
- Pedestrian Transit Transportation Demand Management Other Topics

Question or Comment:

Since the City's C.A.P. and SANDAG's
 current RTP conflict with regards to
 mode share for active - transit - auto use
 - How will the plan address this

Name: Jack Slu

#25

BZ-1

BZ-1 This record of a request to speak about the Mobility Plan's relationship with the City's CAP and SANDAG Regional Transportation Plan at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CA

From: Boomerang <david@boomerangsd.com>
Sent: Tuesday, February 23, 2016 12:24 PM
To: 'Christopher Gomez (Little Italy Association)'
Cc: aeichman1@cox.net; Brad Richter; toddgloria@sandiego.gov; kevinfaulconer@sandiego.gov
Subject: RE: URGENT TONIGHT: The final review of the Downtown Mobility Plan and its impacts on Little Italy

Good afternoon,
 Unfortunately, Kurt and I will not be able to attend this very important issue.
 Please be acknowledged that Kurt Stell and I, David Skelley concur with Little Italy's stance as highlighted below.
 David Skelley, Kurt Stell
 1576 State Street, San Diego, CA 92101

} CA-1

Thank you,

David Skelley
 2475 Kettner Bl.
 San Diego, CA
 92101
 (619) 239-2040



boomerangformodem.com

From: Christopher Gomez (Little Italy Association) [mailto:chris@littleitalysd.com]
Sent: Tuesday, February 23, 2016 10:07 AM
To: chris@littleitalysd.com
Subject: URGENT TONIGHT: The final review of the Downtown Mobility Plan and its impacts on Little Italy
Importance: High

PLEASE SHARE THIS EMAIL WITH YOUR DOWNTOWN NEIGHBORS



CA-1 The comment is an introduction to comments that follow and indicates support for LIA and LIRA opinions on proposed bicycle facilities in the Little Italy area of the study area. This comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Re: The final review of the Downtown Mobility Plan and its impact on Little Italy

Dear Little Italy Property Owners, Business Owners, Residents, and Friends:

This evening, February 23rd at 6:00pm, the final Stakeholder’s Meeting for the Downtown Mobility Plan (DMP) will be held at the San Diego Central Library, 330 Park Boulevard, to make the last adjustments before adoption and implementation of the proposed plan.

The DMP aims to consolidate several existing City of San Diego master and mobility plans into one document.

The section that is a cause of concern for the Little Italy Association (LIA), the Little Italy Residents Association (LIRA) and other neighboring communities is Section 5 of the DMP, which references cycling recommendations. Although LIA and other Downtown organizations recognize that infrastructure is needed for cyclists, the LIA and LIRA have been adamantly opposed to the two streets that cross through the residential hearts of Little Italy; State and W. Beech Streets.

On page 43, of the DMP, the plan recommends for a two-way Class IV (Protected Bike Lane) up/down State and W. Beech Streets, connecting parts of Downtown to Uptown.

This recommendation is not taking into consideration a few major issues:

- 1) The connector on State Street that leads to cyclists through high-traffic freeway intersections, W. Grape and W. Hawthorn Streets, and then continues north to “no man’s land” up Reynard Way, which does not connect efficiently to the Uptown communities.
- 2) The loss of the new on-street parking that the LIA proposed over 5 years ago to Civic San Diego, then CCDC, for the conversion of the east-side of State Street to diagonal parking and the north-side of W. Beech Street to head-in parking, would approximately yield an additional 50+ parking spaces for the Little Italy neighborhood.

CA-2

The LIA and LIRA understand the cyclists need for safe Class IV cycling utilities which is why we both supported the recommended Pacific Highway as the North/South connector between Seaport, Downtown proper, Little Italy, Harbor Island into Point Loma; and W. Ash Street as the West/East connector between Cortez Hill, 4th/5th Uptown connector, Little Italy and the Embarcadero.

The proposed DMP cannot move forward as it is currently recommended by Civic San Diego staff. The LIA and LIRA are looking for your support by attending the Stakeholder’s Meeting on this evening, February 23rd at 6:00pm at the San Diego Central Library and opposing the proposed Class IV (Protected Bike Lanes) on State and W. Beech Streets. In an effort to create safe connectors for our Downtown and visiting cyclists, we ask that you voice your support for the LIA and LIRA approved alternative Class IV tracks on Pacific Highway and W. Ash Street.

If you are unable to attend this meeting, we request that you draft a letter with your comments/suggestions to Brad Richter of Civic San Diego and cc: the Honorably Councilmember Todd Gloria and Honorable Mayor Kevin Faulconer. Their contact information can be found below.

Brad Richter Asst. VP of Planning Civic San Diego 401 B Street, 4th Floor San Diego, CA 92101 richter@civicsd.com	Councilmember Todd Gloria City of San Diego 202 C Street, MS #10A San Diego, CA 92101 toddgloria@sandiego.gov	Mayor Kevin Faulconer City of San Diego 202 C Street, 11th Floor San Diego, CA 92101 kevinfaulconer@sandiego.gov
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Thank you for your time and support.

Sincerely,

CA-2 Please refer to Topical Responses #1, #2 and #3 for information regarding these topics.



Luke Vinci
Secretary of the Board & Parking Committee Chair
Little Italy Association



Thomas Cervello
Parking Committee Co-Chair
Little Italy Association

Little Italy Association of San Diego
2210 Columbia Street
San Diego, CA 92101
Phone: 619-233-3898
Fax: 619-233-4866
Website: LittleItalySD.com
Mobile App: [iTunes Store](#) / [Google Play Store](#)
Facebook: [San Diego's Little Italy](#)
Twitter: [@LittleItalySD](#)
Pinterest: [LittleItalySD](#)
Instagram: LittleItalySD
Hashtag: #LittleItalySD

Letter CB



DOWNTOWN SAN DIEGO MOBILITY PLAN

COMMUNITY WORKSHOP #3

February 23, 2018 • 6:00 p.m. – 8:00 p.m.

COMMENT FORM

If you wish to provide written comments or questions in lieu of, or in addition to, speaking publicly about the Draft Mobility Plan, please use this form. Please return the form to the facilitators at the end of the workshop. Visit downtownsdmobility.org for more ways to submit written comments. Thank You!

I represent Custody of the Rosary Church at State + Date. As stated at your proposal I find it very negative to our parish. The bike lanes would be on the west side of the street, where the church is located. Issues:

- We have a senior base of parishioners they would incur a problem in seeing bikes coming from the south, which is increased during mid-day hours, due to the sun.
- We have many funerals. The lease parks on State in front of the church. This will

Name: Bill Sorenson Organization (if any) Custody of the Rosary Church
Email: WILLIAM@CRSD.ORG Phone: 619-294-4820

CB-1
CB-2
CB-3

- CB-1 This is an introductory comment on the role of the reviewer and expresses general opposition to the Mobility Plan, specifically related to the bicycle facilities along State Street. Please refer to Topical Response #3 for information on the State Street cycle track. Additionally, this comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- CB-2 Comment noted. The placement and design of the facilities is intended to increase safety and visibility by providing facilities for dedicated modes of travel.
- CB-3 Comment noted. Please also refer to Topical Response #3 for information on the State Street cycle track.

<p>Cause cyclists to move into traffic lanes,</p>	<p>CB-3 cont.</p>	
<p>- More spaces for parking will be best, we are a tourist destination, and this inhibits visitors, we have lost lost many spaces due to recent construction.</p>	<p>CB-4</p>	<p>CB-4 Please refer to Topical Response #1 for information regarding on-street parking. Additionally, this comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p>This route does not make sense. These are cycle lanes should be at along the water i.e. Pacific Highway.</p>	<p>CB-5</p>	<p>CB-5 Pacific Highway is included as a Cycleway in the Mobility Plan. Please refer to Topical Response #3 for information on the State Street cycle track.</p>
<p>Losing 8 of the downtown spaces just increases revenue for the parking garages.</p>		
<p>This is a great deal of funds being used for only a small portion of the population.</p>	<p>CB-6</p>	<p>CB-6 Please refer to Topical Response #1 for information regarding on-street parking.</p>

Letter CC

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets
- Bicycling
- Vehicular Traffic
- Parking
- Pedestrian
- Transit
- Transportation Demand Management
- Other Topics

Question or Comment:

STATE STREET SITUATION

lady rosary
finish
#14

Name: BILLY

CC-1

CC-1 This record of a request to speak about State Street at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CD

smith and others
 architects 1910 state street, #208
 san diego, california 92101
 smithandothers@cox.net
 619.702.9404

Feburary 23, 2016

Armistead Smith
 640 West Beech #4
 San Diego, California 92101

Brad RichterCity
 Assistant VP of Planning
 Civic San Diego
 401 B street , 4th Floor
 San Diego. California 92101

Re: Mobility plan West Beech

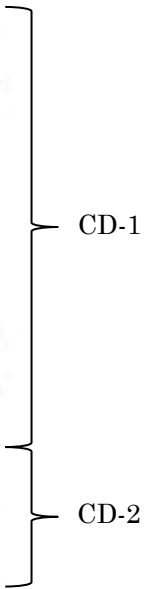
Dear Brad,

Together, with Jim Brown our development partner, we own all the buildings on the North side of West Beech between India and Kettner. We are unable to attend this meeting about which we have received no notice other than that provided by the Little Association today. We are adamantly opposed to what I consider bad planning.

1. The Little Italy neighborhood development was approved and supported by CCDC and included the unmetered residential parking in front of our buildings. On West Beech. Taking that away is wholly unfair and inconsistent. Those spaces all though not private are used by the tenants in our building as was planned and as was approved by CCDC. Diagonal parking is rare in this city (It should be everywhere) and is an accomplishment in it's self. I haven't seen the plan but find it hard to imagine with out loosing that diagonal parking or something since there are only 2 lanes on Beech now.
2. I have looked at 5th avenue with real reservations on the impacts the bike lanes there have caused. Is that really what modern planning has become? I would venture that the loses there way out measure any gains made to the bicycle riders. I would go further and say the lanes are very confusing coming and going in certain places and are much less safe that standard passage on regular lanes which works just fine, actually with way less confusion.

Please consider this a very strong rejection of this idea. Bike lanes sound good and we cycle, however these lanes are sort of an extrapolation going way beyond what good planning requires.

Thank you for listening to these arguments. I have dedicated most of my architectural and development career since 1995 in helping to make Little Italy what it is today. When ever you



CD-1 This is an introductory comment on the role of the reviewer and expresses general opposition to the Mobility Plan. This comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

CD-2 Comment noted. This comment reflects the opinion of the reviewer and general objection to bicycle facilities. The comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

make winners and losers with new rules, please consider the balance. Why should we pay to provide something that already exists, lots of bike riders in Little Italy . We don't need those horrible lanes like exist on 5th Avenue.

} CD-2
cont.

Sincerely,



Armistead Smith

CC:

Mayor Faulconer

Councilmember Toddy Gloria

Brad Richter

Little Italy Association



Letter CE

DOWNTOWN SAN DIEGO MOBILITY PLAN

COMMUNITY WORKSHOP #3

February 23, 2016 • 6:00 p.m. – 8:00 p.m.

COMMENT FORM

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AS A LONG TERM PROPERTY OWNER AND AS A PERMANENT RESIDENT OF EAST VILLAGE, I AM OPPOSED TO PLANS RESULTING IN THE LOSS OF HUNDREDS OF PARKING SPACES FOR PERSONAL VEHICLES ACROSS OUR NEIGHBORHOODS.

MANY OF US RESIDING DOWNTOWN HAVE THE NEED TO TRAVEL ON OUR FREEWAYS HEADING NORTH, EAST OR SOUTH. MASS TRANSIT IS NOT AN OPTION WHEN DESTINATIONS ARE IN EXCESS OF 15 MILES ON AVERAGE. A LOSS OF PARKING COMBINED WITH AN INCREASING METROPOLITAN POPULATION DO NOT SERVE THE PUBLIC'S BEST INTERESTS.

YOUR CONSIDERATION IS APPRECIATED.

CE-1

CE-1 Please refer to Topical Response #1 for information regarding on-street parking. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Name: JEFF SMITH Organization (if any)

Email: Phone: 760 805-8117

* 731 SPACES SCHEDULED FOR ELIMINATION

Letter CF

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets
- Bicycling
- Vehicular Traffic
- Parking
- Pedestrian
- Transit
- Transportation Demand Management
- Other Topics

Questions/Comments:

SIMPLY CONCERNED WITH THE IMPACT
OF LOSING 781 "ON STREET" PARKING SPACES AS THE
DIRECT RESULT OF THIS PLAN.

CF-1

Name: JEFF SMITH

#20

CF-1 This record of a request to speak about on street parking supply at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CG



DOWNTOWN SAN DIEGO MOBILITY PLAN

COMMUNITY WORKSHOP #3

February 23, 2016 • 6:00 p.m. – 8:00 p.m.

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* overall, plan recommendations appear to be well thought out.

* unfortunately, plan ^{text} does not clearly identify reasons for certain recommendations, such as:

- why does east/west cycleway go from C to B to Broadway rather than stay on C street?
- why is 14th/E streets greenway ^(all east/west) only greenway in first place rather than greenway that would connect more neighborhoods?

* it would be helpful to include exhibit that includes nearby non-motorized facilities by others - e.g. ped district bay front; existing trolley bikeway; park Blvd. promenade.

* would recommend brief intro @ start w/ 1 page intro (project summary + define jargon (e.g. greenway, cycle-trail) w/ ref. to relevant page for more detail followed by full page plan copy of summary plan. plan is otherwise daunting to average reader.

* solar turbines and navy yard shown blocking ped access (really all access) but not rail lines (a more significant block to actual ped/bike & auto access)

* about on TDM - why are there two columns - "active transportation" and "conventional" -> these terms mean nothing to average reader. would recommend combining into one list or rename columns "pedestrian/bicycle" and "transit/automobile".

Name: JOHN TERRELL Organization (if any) RESIDENT

Email: Johnterrell@aol.com Phone: 951-505-2595

CG-1

CG-2

CG-3

CG-4

CG-5

CG-6

CG-1 Comment noted.

CG-2 Given the current street configuration on the trolley tracks and stations on C Street between Second and Sixth avenues, there is no room for bicycle facilities through these four blocks. Bicycle facilities would only be able to be accommodated through a major reconstruction of the Trolley lines/stations and roadway.

Unlike the proposed cycle tracks, Greenways are much more expensive to implement and will result in more on-street parking loss. The planning effort on 14th Street Greenway is currently under way and it is anticipated that these two streets have the greatest opportunity for Greenway segments to be constructed with new development occurring on these blocks, as opposed to other streets whose neighborhoods have already significantly redeveloped and where installation of the Greenways would require substantial more public investment.

CG-3 Comment noted. Currently adopted planning documents were referenced and carefully considered throughout the development of transportation networks identified in the Draft Mobility Plan. Arrows were used to identify where bicycle facilities in adjacent communities intersect with the Downtown community on Figure 5-2 of Plan. This is figure is meant to depict the proposed network within Downtown.

CG-4 Comment noted.

CG-5 Comment noted.

CG-6 Comment noted. This comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CH

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets
- Bicycling
- Vehicular Traffic
- Parking
- Pedestrian
- Transit
- Transportation Demand Management
- Other Topics

Question or Comment: BIKE LANES IN LITTLE ITALY
 SHARED PARKING ISSUES
 #21

Name: LUKE VINCI LITTLE ITALY PARKING CHAIR COMMITTEE

CH-1

CH-1 This record of a request to speak at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CI

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

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- Complete Streets
- Bicycling
- Vehicular Traffic
- Parking
- Pedestrian
- Transit
- Transportation Demand Management
- Other Topics

Question or Comment:

Suggestion for moving 6th Ave CLASS IV?

CI-1

Name: Alex Ward

#7

CI-1 This record of a request to speak at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CJ

SDMC DOWNTOWN SAN DIEGO MOBILITY PLAN
COMMUNITY WORKSHOP #3
san diego FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

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- Complete Streets
- Bicycling
- Vehicular Traffic
- Parking
- Pedestrian
- Transit
- Transportation Demand Management
- Other Topics

Question or Comment:

[Handwritten signature]

CJ-1

CJ-1 This record of a request to speak at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Name:

Sean Dyjak Joan #17

Letter CK



DOWNTOWN SAN DIEGO MOBILITY PLAN

COMMUNITY WORKSHOP #3

February 23, 2016 • 6:00 p.m. – 8:00 p.m.

COMMENT FORM

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1) IN MY OPINION, FIGURE 5-2 MISTAKES THE CLASS 1 BIKE PATHS. THERE ARE NO BIKE PATHS DOWNTOWN. THERE ARE PEDESTRIAN PROMENADE THAT A FEW DARING CYCLISTS UTILIZE. THEY ARE NOT SUITABLE FOR DESTINATION CYCLING!

2) THE DESCRIPTION OF THE PACIFIC HIGHWAY BIKE FACILITY SHOULD REFLECT THAT A PROTECTED CLASS 4 FACILITY WILL NOT BE IMPLEMENTED FROM ASH TO LAUREL DUE TO CURB CUTS TO BUSINESSES.

Name: RICHARD WOLFE Organization (if any): (COVER) MORE ON REVERSE
Email: RICH@RICH-INA.COM Phone: 619-200-6506

CK-1

CK-1 Comment noted. Caltrans Highway Design Manual states that a Class I Bike Path provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized. The Class I designation in Figure 5-2 is correct.

CK-2

CK-2 Class 4 facility is planned for the length of Pacific Highway through the Downtown community.

<p>3) THE UNI-DIRECTIONAL FACILITIES ON HAWTHORN AND GRAPE DO NOT RECOGNIZE CYCLISTS' TENDENCY TO TAKE THE SHORTEST ROUTE REGARDLESS OF LEGALITY AND/OR SAFETY. BOTH SHOULD BE TWO-WAY.</p>	<p>CK-3 CK-3 Comment noted. This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p>4) A BI-DIRECTIONAL FACILITY ON THE WEST/SOUTH SIDE OF HARBOR DRIVE IS VITAL, BECAUSE OF THE ATTRACTIVENESS OF THE WATERFRONT AND AUTO TRAFFIC, MAKE IMPORTANT FOR HARBO^{DRIVE} _{IN} THE PACIFIC HWY.</p>	<p>CK-4 CK-4 The existing and proposed portions of the Class I Multi-Use Path Bayshore Bikeway permit bi-directional travel. In addition, Harbor Drive is on the Port of San Diego's land and the Port is undergoing a master planning effort.</p>
<p>5) I AM CONCERNED ABOUT MOTORISTS' TREATMENT OF CYCLISTS WHO RIDE IN TRAFFIC LANS.</p>	<p>CK-5 CK-5 Comment noted.</p>
<p>6) WILL THESE 4 FACILITIES BE SWEEP?</p>	<p>CK-6 CK-6 The City of San Diego Streets and Stormwater Department will maintain the cycle track facilities through the use of a street-sweeping vehicle that will be appropriately sized for these facilities.</p>
<p>WILL THERE BE FUNDS FOR MAINTENANCE?</p>	<p>CK-7 CK-7 The Cycleway facilities are part of the street system and will be maintained by the City. Greenways will be maintained by the City Parks and Recreation Department. Funding of maintenance will be provided through the City's annual budget as part of the applicable City departments' budget.</p>

Letter CL

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets
- Bicycling
- Vehicular Traffic
- Parking
- Pedestrian
- Transit
- Transportation Demand Management
- Other Topics

Question or Comment:

WHY NOT CLASS 4 ON WEST SIDE
OF HARBOR DRIVE?

CL-1

Name: RICHARD WOLF

#15

CL-1 Class IV was not proposed along Harbor Drive due to insufficient right-of-way, and parallel facilities: the existing and planned Bayshore Bikeway, a Class I Multi-Use Path, as well as the Class I Martin Luther King, Jr., Promenade. In addition, Harbor Drive is on the Port of San Diego's land and the Port is undergoing a master planning effort.

Letter CM

CIVIC DOWNTOWN SAN DIEGO MOBILITY PLAN
san diego COMMUNITY WORKSHOP #3
FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets Bicycling Vehicular Traffic Parking
- Pedestrian Transit Transportation Demand Management Other Topics

Question or Comment:

1. The SDMP could be moved to Comp Penaltion
2. Gov Brown is pushing a segment of High-Speed rail to put private investment going.

} CM-1
 } CM-2

Name: John G. Weizka

#13

CM-1 This comment refers to facilities outside of the study area and jurisdiction of Civic San Diego. The scope of the proposed Project does not address air travel facilities and siting. No further response required.

CM-2 This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CN

SDMC DOWNTOWN SAN DIEGO MOBILITY PLAN
COMMUNITY WORKSHOP #3
san diego FEBRUARY 23, 2016 • 6:00 P.M. – 8:00 P.M.

**SPEAKER
CARD**

If you wish to speak during the "Questions and Comments" period of the workshop, please check the topic(s) below, write a brief summary of your comments, and submit this card to the project team.

- Complete Streets **Bicycling** Vehicular Traffic Parking
- Pedestrian Transit Transportation Demand Management Other Topics

Question or Comment:

STATE STREET is a good road for a cycle track

CN-1

CN-1 This comment expresses the support of State Street cycle track and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Name: Tim Zupel

#72

Letter CO

From: info@downtownsdmobility.com
Sent: Thursday, February 25, 2016 4:29 PM
To: info@downtownsdmobility.com
Subject: Comment from the Downtown San Diego Mobility Plan Website

Comment Submitted by:

Name: L.C. Cline
Organization: DRG, Cortez Hill Active Residents Group, DCPC, PBID (Cortez)
Email: lcjagcars@yahoo.com

Possibly Regarding Page:

/mail_forms

Subject:

Downtown SD Mobility Plan

Comment:

name:

L.C. Cline

email:

lcjagcars@yahoo.com

As a Cortez Hill resident of over 12 years, I walk, cycle, and drive throughout downtown. I am opposed to using either Ash St. or Beech St. for bicycle lanes. Instead I would recommend Cedar St. as a prime east-west bicycle route connector. Ash is far too hazardous with vehicular traffic as it is a Gateway route and main artery running uninterrupted from Hwy 163 to Harbor Drive. Beech St. is one of the few downtown streets that has continuous parking on both sides of the street from 10th Ave. to Pacific Hwy with the exception of 2 blocks. This provides not only essential parking, but also large amounts of revenue for the city and neighborhoods. Cedar has far less available parking that would need to be removed; lower traffic volume; and would be an ideal bicycle route connecting the existing north-south routes on 4th & 5th to Little Italy and the waterfront.

CO-1

Utilizing Pacific Hwy as a north-south route on the western boundary seems ideal; as it runs past the new county park, the entire waterfront, and all of the residential buildings along the way.

CO-2

Finally, I see the necessity for a broader vision of C St. which would eliminate all but the most essential vehicular access. Enhancements to include wide bicycle lanes, landscape w/ pedestrian seating, and parkways/walkways with designated paths for safer access to the trolley at all stops. This would transform the existing blighted area and activate it. Keep in mind, a large scale residential project is proposed for the block along C between 7th & 8th Aves. and this would make a huge improvement in our urban environment. Thank You!

CO-3

CO-1 This is an introductory comment on the role of the reviewer and expresses general opposition for bicycle facilities along Ash Street and Beech Street, and support for bicycle facilities along Cedar Street. Cedar Street is designated as a green street in the Mobility Plan and the interchange at Cedar Street and I-5 presents potential safety challenges if a cycle track is installed.

CO-2 This comment is not at variance with the information presented in the SEIR related to the location of facilities and the goals of the project related to connecting major uses and attractions. No further response required.

CO-3 Comment noted. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CP

From: info@downtownsmobility.com
Sent: Thursday, February 25, 2016 10:17 PM
To: info@downtownsmobility.com
Subject: Comment from the Downtown San Diego Mobility Plan Website

Comment Submitted by:

Name: Victoria Curran
Organization: Greater Golden Hill Planning Committee
Email: comminstructor@yahoo.com

Possibly Regarding Page:

[/app_pages/view/125](#)

Subject:

Connection of East/West cycle tracks with Golden Hill

Comment:

name:

Victoria Curran

email:

comminstructor@yahoo.com

As part of the Downtown Mobility plan, one of the goals is to enhance connectivity of safe bicycle infrastructure with the surrounding neighborhoods. However, while the cycle tracks do extend out of downtown all the way to the fringe of the adjacent neighborhoods (such as Golden Hill), they fall short of extending into those adjacent neighborhoods and, in the case of Golden Hill, integrating with the Golden Hill Community Plan for bicycle infrastructure. For example, there is a wonderful cycle track coming out of downtown headed East towards Golden Hill on C Street. But, it stops at Interstate 5, failing to connect with any bicycle infrastructure within Golden Hill. Broadway is already an established bicycle route within Golden Hill, and there are bike lanes further into Golden Hill on B Street. How will these important cycle tracks integrate in with the adjacent neighborhood infrastructure to truly provide a "connection" to the surrounding neighborhoods, and further develop a contiguous and safe network of cycling options?

CP-1

CP-1 The area referenced in the comment is outside of the scope of Civic San Diego. Grant funding was awarded and used for the study of Downtown mobility, and the study area. The study area for the proposed Project consists of 1,445 acres in Downtown, generally bounded by Laurel Street and I-5, Commercial Street, 16th Street, Sigsbee Street, Newton Avenue, Harbor Drive, and the extension of Beardsley Street, and San Diego Bay. The layered network approach addresses mobility and facilities within the study area and adjacent community connections.

Letter CQ



Downtown Ace Hardware

675 6th Avenue
San Diego, CA 92101
T: 619-544-9400 F: 619-544-9002

February 27, 2016

Mr. Brad Richter
Vice President – Planning
Civic San Diego
401 B Street, Suite 400
San Diego, CA 92101

Dear Brad,

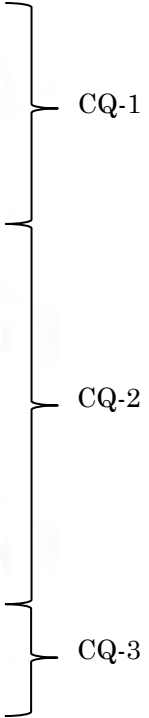
First let me commend Civic San Diego for the monumental task that has been taken on with the Downtown San Diego Mobility Plan. This is an absolutely necessary step towards making Downtown and its neighborhoods world-class for residents and businesses, as well as our visiting tourists and convention attendees.

Pam and I have both read the report in detail and look forward to the exciting changes planned for the Downtown community.

Like most people, we spent more time scrutinizing the planned changes for our small section of the larger area, specifically 6th Avenue, and we have some concerns to share with you.

1. Planned road diet to reduce from three vehicle lanes to two vehicle lanes – what appears to be ignored by the report is that 6th Ave is a the primary route for vehicles accessing the public garages at Park It on Market and 6th & K Parkade. While normal daytime traffic to these two garage locations may not be impacted by the lane reduction, when there are events at Petco Park and on weekend evenings there is already traffic snarling on 6th Avenue with the existing three lanes.
2. Planned two way cycle-track – while we see the potential for additional customer traffic to the store resulting from the bike trips, we are perplexed by the change as a result of the “typo” that moves the cycle-track from the west side of 6th Avenue to the east side.

Our first concern is that the primary entrances to both Park It on Market and 6th & K Parkade are on the east side of the street, which will mean frequent vehicle traffic crossing the cycle-track and the potential for collisions.



- CQ-1 This is an introductory comment on the role of the reviewer and does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- CQ-2 The cycle track along Sixth Avenue is planned for the east side of the roadway. All conceptual graphics are consistent with the cycle track running along the east side of Sixth Avenue.
- CQ-3 Adequate sight distance at all driveways and intersections will be maintained to ensure visibility.



Downtown Ace Hardware

675 6th Avenue
San Diego, CA 92101
T. 619-544-9400 F. 619-544-9002

Second, there is a natural expectation of drivers that slower traffic, i.e. bicycles will be in the right hand lane. With the cycle-track planned for the left hand lane it seems there is more potential for collision at each of the east-west intersections.

CQ-4

And last, of course we are very concerned about how having the cycle track in front of our store will impact the short-term street parking that we so desperately need. While we hope that more neighbors will ride bikes or walk to the store, in reality there are many trips that require a vehicle in order to carry the products purchased.

CQ-5

3. Lack of plan for 7th Avenue – taking into consideration the heavy vehicle traffic on 6th Avenue as a result of the public parking garages and Petco events, why wasn't 7th Avenue considered for the cycle-track? According to the report, there are no other plans (Greenway, Cycleway, Transitway) for 7th Ave other than a road diet. Would it make more sense for the two way cycle track to be on 7th Avenue?

CQ-6

4. Outskirts Parking Garage for Downtown Workers – I have long thought that a good portion of our vehicle traffic and parking problems in the core of downtown are caused by hospitality and retail workers. If we adopted the employee parking concept used by many airports and provided parking for them on the outskirts of downtown, then bring them into the East Village, Gaslamp and Little Italy neighborhoods by trolley, shuttle or Deco-Bike it would significantly reduce vehicle traffic. Assumedly if a parking garage were built in Barrio Logan near the Cesar Chavez trolley stop, the parking cost could be lower than Park It On Market or 6th & K Parkade which would help with employee costs to work downtown. The trolley stop is already in existence. Deco-Bike stations if not currently located there could be without too much trouble. A free employee shuttle that delivered to stops in East Village, Gaslamp and Little Italy every 30 minutes would close the loop. It seems to me that Parking or BID revenue would be put to good use for this project.

CQ-7

Brad, we appreciate you taking these comments into consideration and would welcome the opportunity to discuss our concerns with you in more detail.

CQ-8

Kindest regards,

Harry Schwartz
Co-Owner

CQ-4 The cycle track was always planned for the east side of Sixth Avenue and the "west" side wording in the draft Mobility Plan was an error that was corrected in the final Mobility Plan (all of the diagrams in the appendix show it on the east side). The reason for the east side is that best practices in the design of these cycle tracks promote that they be located on the left side of a one-way street (as they are proposed on State Street and C Street) for several reasons. It has been found to increase visibility at intersections and driveways as the bicyclist is located on the driver's side of the vehicle and left turns at intersections allow both the bicyclist and driver more space to see each other. Intersection signal phasing will also be modified to ensure safety for cyclists while crossing the intersections. The cycle track network is intended to provide a safe cycling network for both residents and visitors and are a desired facility to enhance cycling safety, provide alternative active modes of transportation, and reduce GHG emissions consistent with the City's recently adopted CAP.

CQ-5 Please refer to Topical Response #1 for information regarding on-street parking.

CQ-6 This comment reflects the opinion of the reviewer and support for use of Seventh Avenue as a Cycleway in lieu of Sixth Avenue. Please refer to Topical Response #6 for information regarding the network development. Seventh Avenue is planned for a road diet with angled parking in the Mobility Plan.

CQ-7 This comment reflects the opinion of the reviewer and support for a parking garage on the Downtown periphery for use by Downtown employees. The comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

CQ-8 This is a closing comment and does not address the adequacy of the SEIR or the Mobility Plan. No further response required.

Letter CR

From: David M Eisenberg <dmeisenberg@mac.com>
Sent: Friday, February 26, 2016 2:54 PM
To: Brad Richter
Subject: Fwd: little italy position on bike paths

From: David M Eisenberg <dmeisenberg@mac.com>
Date: February 26, 2016 at 14:52:32 PST
To: kevinfaulconer@sandiego.gov
Subject: little italy position on bike paths

Kevin
add me to the list of folks who oppose the proposal to use beech and state streets for bike lanes. ash and pacific
highway are the more rational choice.
thanks

} CR-1

Sent from my iPad:

David M Eisenberg PhD
dmeisenberg@mac.com
Mobile (619) 917-2266

Vice President
Village Walk HOA Board

CR-1 This comment reflects the opinion of the reviewer and general opposition for use of Beech Street and State Street as Cycleways. Please refer to Topical Responses #2 and #3 for information on the State Street and Beech Street cycle tracks. Additionally, the comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CS

Hi Brad,

We spoke after the Downtown Mobility Plan Public Workshop last Tuesday evening about the concept of potentially raising the level of 14th St through EV Green in order to better connect the two halves of the park to each other. I wanted to follow-up with you and present a couple examples which I believe help illustrate what I was talking about and how other cities in the U.S. are approaching similar designs.

Essentially what I had in mind was a "woonerf," which is a Dutch concept for a street where there are no curbs or lane markings. The shared pedestrian/bike/car space forces everyone to remain aware of their surroundings and behave responsibly.

Although fairly new to the U.S., Seattle (which was used as a model for the 2-way cycletracks in the plan) has one for several blocks on Bell St. I walked it during last year's national APA conference and truly enjoyed it. I think this could potentially be applicable to more than just that 1 block of 14th St; it could possibly find its way into many blocks of the proposed "Greenway" network in Downtown, creating pathways which are even further geared towards pedestrians. With Greenways likely requiring full-depth roadway reconstruction since the curb-line is being moved, constructing a woonerf may not be much more expensive than the planned improvements.

The links below provide some more information about the idea:

<http://www.citylab.com/cityfixer/2015/03/6-places-where-cars-bikes-and-pedestrians-all-share-the-road-as-equals/388351/>

<http://www.svrdesign.com/bellstreetpark/3kc9z7bczoje8jv5ov6ljbcf7dcnif>

I'd love the opportunity to further discuss the opportunities and challenges associated with a woonerf-type design with you, particularly as it relates to the current opportunities for implementation in East Village."

Alexander Lange

CS-1

CS-2

CS-1 This comment expresses support for a woonerf concept and general design of the 14th Street Greenway. The comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

CS-2 This comment reflects the opinion of the reviewer and provides supporting information regarding alternative designs for a Greenway. The comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CT

From: Susan Patch <spatch3431@cox.net>
Sent: Friday, February 26, 2016 3:08 PM
To: Brad Richter
Subject: downtown mobility comments

Hello,

I would like to comment on the draft downtown mobility plan. My particular area of interest is the bicycling improvements. I am extremely excited about the plan to make downtown roads safer for bikes. I live in Hillcrest and often ride through downtown as part of my exercise routine, and I also ride there casually, for example to visit local business, when I have jury duty, and to go to events like ComicCon.

CT-1

I don't see anything I dislike about the plan. The only thing that hits me wrong is not putting a lane or track on B street. It is very easy for anyone riding down B westward from Golden Hill, or down Pershing from Hillcrest or North Park, to cruise along B. Because the lights are timed in a green wave, it is very easy to travel across 9th-4th streets. And the college is right on that street too. Looking at the proposed bicycle network map, I see that there is a cycle track planned for C street - and I am aware that that is meant to link up with the proposed Pershing cycle track - but once it hits sixth there's a really weird go-around up to B and down to Broadway. This looks very awkward and indirect. Perhaps you could make a one way cycle route on C and a one-way cycle track on B? This would benefit the school and it could even link up with the Pershing route too.

CT-2

I am very happy about extending the bike lane on Harbor Drive. The bike path is awkward for anyone who is commuting or wants to travel at speed - it is full of slow tourist cyclists, runners, dog walkers, etc and the street crossings are annoying for anyone trying to ride quickly. Adding a bike path from where it stops currently at 5th will be great.

CT-3

I am also very happy about the cycle track on Pacific Highway. It is a great street to use to avoid downtown but the traffic is heavy and fast and it is not particularly wide. Adding a cycle track will be amazing. (I know it's not the scope of this plan, but improving Pacific Highway immediately to the north, between Laurel St. and Old Town, is EXTREMELY IMPORTANT to me. It's the only way to bike between those two places, and it's very, very dangerous in several spots, even if you take the frontage road. Adding a cycle track would be AMAZING. I'd be happy to tell you exactly which areas are the worst, if you like.)

CT-4

Lastly, the planned cycle track on Park is great. I live on Park Blvd just north of the zoo, and I don't even ride on Park because it's too dangerous with fast traffic, cars pulling in and out, and no bike lane. I always take Florida Drive. If you make a cycle track, especially if it gets extended up Park to Hillcrest, I would 100% take it.

CT-5

May I say I also support the greenway improvements. This will make our city nicer and ease some of the unrelenting concrete and glass of the downtown area.

Susan Patch
Senior Animal Trainer
San Diego Zoo

CT-1 This is an introductory comment on the role of the reviewer and provides general support for proposed bicycle improvements which will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

CT-2 B Street was considered during network development, which currently carries relatively heavy vehicular traffic from 6th Avenue and eastward. In order to install a two-way cycle track east of 6th Avenue, on-street parking will need to be removed. C Street, however, can accommodate a two-way cycle track and provides a direct connection from Sixth Avenue to 19th Street where it will connect to the Pershing Drive bikeway being planned by SANDAG, providing connections to North Park. C Street also provides a direct connection to the planned Class II bike lanes on C Street in Golden Hill (as proposed in the latest Golden Hill Community Plan Update). In addition, the entire length of Broadway was considered for cycle tracks; however, after discussing the roadway modifications required to implement cycle tracks on this roadway with community members and other stakeholders, these facilities were ultimately left out of the recommended network. Potential cycle tracks along Market Street and Broadway were analyzed in the Downtown Mobility Plan Technical Report. These analyses provide flexibility for future implementation should community attitudes shift regarding mobility along these corridors.

CT-3 Comment noted.

CT-4 Comment noted.

CT-5 Comment noted. Additionally, the opinions and preferences will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CU

From: Nicola Reynolds [mailto:nikala.reynolds@gmail.com]
Sent: Friday, February 26, 2016 9:33 PM
To: Mayor Kevin Faulconer <KevinFaulconer@sandiego.gov>; Councilmember Todd Gloria <ToddGloria@sandiego.gov>; Richter.richter@citycsd.com
Subject: Mobility Plan Little Italy

With respect to the proposed mobility Plan to use State & Beech St. in Little Italy, I believe this to be a better route than Ash St. & Pacific Hwy. Given that the Port will eventually develop property next to Pacific Hwy., it is better to have a bike lane actually going through a neighborhood.

Yes, roadside parking spots will be lost, however, with the addition of the new parking structure & others to come, parking is available. Traffic is lighter on Beech & State, another reason to add a bike lane. Since most residential building in the area have underground parking, what we want is to leave our cars parked & get out to walk, bike, explore the neighborhood. Residents want bike lanes outside their doors.

As a resident of Little Italy, I would love to see a bike lane on Beech & State St., to be the first of more to come.

Thank you for considering the options & working to make our city more liveable.

Nicola Reynolds

} CU-1
 } CU-2
 } CU-3

CU-1 Comment noted.

CU-2 Comment noted.

CU-3 This comment provides general support for proposed bicycle improvements along State Street and Beech Street. The comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CV

From: Judd Curran <sandiegocurran@gmail.com>
Sent: Saturday, February 27, 2016 7:34 PM
To: Brad Richter
Subject: Comments on Downtown Mobility Plan

Dear Mr. Richter,

As part of the Downtown Mobility plan, one of the goals is to enhance connectivity of safe bicycle infrastructure with the surrounding neighborhoods. However, while the cycle tracks do extend out of downtown all the way to the fringe of the adjacent neighborhoods (such as Golden Hill), they fall short of extending into those adjacent neighborhoods and, in the case of Golden Hill, integrating with the Golden Hill Community Plan for bicycle infrastructure. For example, there is a wonderful cycle track coming out of downtown headed East towards Golden Hill on C Street. But, it stops at Interstate 5, failing to connect with any bicycle infrastructure within Golden Hill. Broadway is already an established bicycle route within Golden Hill, and there are bike lanes further into Golden Hill on B Street. How will these important cycle tracks integrate in with the adjacent neighborhood infrastructure to truly provide a "connection" to the surrounding neighborhoods, and further develop a contiguous and safe network of cycling options?

} CV-1

Thank you for considering my comments.

Judd Curran
805 22nd St
San Diego, CA 92102
619-454-2000

CV-1 The area referenced in the comment is outside of the scope of Civic San Diego. Grant funding was awarded and used for the study of Downtown mobility, and the study area. The study area for the proposed Project consists of 1,445 acres in Downtown, generally bounded by Laurel Street and I-5, Commercial Street, 16th Street, Sigsbee Street, Newton Avenue, Harbor Drive, and the extension of Beardsley Street; and San Diego Bay. The layered network approach addresses mobility and facilities within the study area and adjacent community connections.

C Street two-way cycle track and provides a direct connection from Sixth Avenue to 19th Street where it will connect to the Pershing Drive bikeway being planned by SANDAG, providing connections to North Park. C Street also provides a direct connection to the planned bike route on C Street in Golden Hill (as proposed in the latest Golden Hill Community Plan Update). In addition, bike routes are proposed on B Street and Broadway in Downtown connecting both the existing and planned bike facilities on B Street and Broadway in Golden Hill.

From: Wendy Reuben <reubenwd@gmail.com>
Sent: Sunday, February 28, 2016 5:21 PM
To: Brad Richter
Subject: Concerns about the proposed mobility plan

Dear Mr. Richter,

As a long time resident of Little Italy, I am very concerned about the proposed mobility plan and it's effect on effect on Beech Street and State. As a frequent walker and driver on these streets, I know that the better option of Ash & Pacific Highway would be safer for all concerned. Please consider this option.

Yours truly,

Wendy Reuben

Letter CW

CW-1

CW-1 This comment reflects the reviewer's concerns for cycle tracks on State Street and Beech Street. Pacific Highway is included as a Cycleway in the Mobility Plan. Please refer to Topical Response #3 for information on the State Street cycle track. Please refer to Topical Response #2 for information on the rationale for not recommending cycle tracks along Ash Street. Additionally, the comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CX

From: Zack Nielsen <zacknielsen@gmail.com>
Sent: Wednesday, February 24, 2016 2:07 PM
To: Brad Richter
Subject: J Street Property Owner

Hello Brad.

Is it possible to give some commentary over the phone on the mobility plan?

Feel free to give me a call or send me your direct line.

Zack Nielsen - 650.575.3232

Thank you for your time.

- Zack Nielsen

} CX-1

CX-1 This comment requests direct correspondence and has been noted.
No further response required.

Letter CY

From: info@downtownsdmobility.com
Sent: Tuesday, March 01, 2016 11:54 AM
To: info@downtownsdmobility.com
Subject: Comment from the Downtown San Diego Mobility Plan Website

Comment Submitted by:

Name: Paul Jamason
 Organization: BikeSD
 Email: pjamason@gmail.com

Possibly Regarding Page:

/app_pages/view/125

Subject:

Please keep all proposed Little Italy protected bike lanes

Comment:

name:

Paul Jamason

email:

pjamason@gmail.com

Hi, I attended the third mobility plan workshop and am pleased with the overall mobility plan's improvements for walking and biking downtown. However I was very concerned to hear the Little Italy Association's requests to remove all protected bike lanes from the neighborhood, keeping only Pacific Highway, and moving the Beech St lane to Ash.

CY-1

I understand the concerns over street parking, but Little Italy recently received a 640-space parking garage, and will gain another 50 public spaces in the Piazza Famiglia project. In order to improve mobility for all modes, some street parking (mostly future angled conversions) may need to be removed.

CY-2

Safe bike access to businesses is an important component of the city's Climate Action Plan. I'm asking Civic San Diego to follow the legally-binding greenhouse gas reductions specified in the CAP and please keep all DMP protected bike lanes in Little Italy. Perhaps Civic SD can work with LIA to maximize their existing street parking resources through demand-based meter pricing and extended meter hours. Thank you.

CY-3

CY-4

- CY-1 This comment on the reviewer's support for the Mobility Plan and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- CY-2 Comment noted.
- CY-3 This comment reflects the reviewer's general support for proposed bicycle facilities as a means to increase safety and achieve the greenhouse gas reductions specified in the CAP through an increase in non-vehicular use. No further response required.
- CY-4 This comment reflects the opinion of the reviewer and recommends demand-based meter pricing and extended meter hours to better utilize on-street parking. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CZ

From: Jeff Kucharski <kucharskijeff@hotmail.com>
Sent: Tuesday, March 01, 2016 12:48 PM
To: Brad Richter
Subject: Downtown Review Public Comments

Eric Richter,

I support of the changes in the streets cape of downtown San Diego. These are the types of changes that will encourage my family to visit downtown.

Currently, when we ride bikes downtown we focus on the east village area because riding across downtown is currently a stress filled experience. Thank you for your consideration of bicyclists that want safe routes through all of downtown.

Jeff Kucharski
North Park

} CZ-1

CZ-1 This comment reflects the opinion of the reviewer general support for the Mobility Plan and proposed bicycle facilities. This comment and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

From: Tyler Lambert Perkins <tlambertperkins01@gmail.com>
Sent: Wednesday, March 02, 2016 10:01 AM
To: Brad Richter
Subject: Downtown Mobility Plan

Letter DA

Good day,

I wanted to contact you to voice my overwhelming support of the downtown mobility plan. An interconnected system of protected bicycle lanes and pedestrian paths would be a monumental achievement for the city and a huge draw to downtown for tourists and residents alike.

As someone who has biked in many major cities around the country, San Diego is woefully behind the times. This is our opportunity to not only raise ourselves to the level of other cities, but blow past them. Cities have been seeing the dramatic economic and safety benefits of protected bike lanes for years now, and all of the normal concerns from business owners has always proven to be misguided and incorrect. This network will help small businesses, regardless of parking loss.

I support this plan whole-heartily. Lets commit to being trend-setters, and not be complacent, stuck in our auto-centric past where we currently still reside.

Thank you,
 Tyler Lambert-Perkins
 --

 Tyler Lambert-Perkins
 Lighting Designer
 701.212.5202
lambertperkinsdesign.com

DA-1

DA-1

This comment reflects the opinion of the reviewer general support for the Mobility Plan, proposed bicycle facilities, and Greenways. This comment and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DB

From: info@downtownsdmobility.com
Sent: Wednesday, March 02, 2016 10:54 PM
To: info@downtownsdmobility.com
Subject: Comment from the Downtown San Diego Mobility Plan Website

Comment Submitted by:

Name: Dennis Stein
Organization: The UPS Store Franchisee
Email: dsteinsd@gmail.com

Possibly Regarding Page:

<http://www.downtownsdmobility.com/>

Subject:

Support of Bike and Pedestrian Infrastructure

Comment:

name:

Dennis Stein

email:

dsteinsd@gmail.com

I'm writing to express my support of bike and pedestrian infrastructure in the downtown mobility plan. Biking, walking, and public transportation are essential to a healthy city. Making it easier to choose these modes of transportation over driving a car is important. Thank you for your work on this.

} DB-1

DB-1 This letter expresses support for the proposed Mobility Plan and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DC

From: Alan Niesel [mailto:canoniesel@gmail.com]
Sent: Thursday, March 03, 2016 9:16 PM
To: Councilmember Todd Gloria <ToddGloria@sandiego.gov>
Subject: bike lanes

We are residents of Little Italy and have lived here for many years. LIRA told us about the proposed bike lanes. We recommend Ash street as opposed to Beech. Ash is a three lane road that moves quickly with sequenced lights. The alternative of Beech is a horrible idea due to the many stop signs and the fact it's a one lane each way with parking on either side so it doesn't allow for a bike lane without removing much needed parking. The many stop signs also make the trip difficult. Thank you. Rachel Cano and Alan Niesel

} DC-1

DC-1 Please refer to Topical Response #2 for information on the rationale for not recommending cycle tracks along Ash Street. Consistent with the adopted Downtown Community Plan, traffic signals are planned to be installed at the intersections of Pacific Highway and Beech Street, Kettner Boulevard and Beech Street, and India Street and Beech Street.

Letter DD

From: Jeri Keiller <jerilk825@gmail.com>
Sent: Friday, March 04, 2016 10:39 AM
To: Brad Richter
Subject: Mobility plan

Dear Mr. Richter,

We disagree with the contents of the plan as it relates to Little Italy.

We would like to suggest Ash St. and Pacific Hwy. instead as better alternatives.

- Ash St. is safer. Traffic Lights control the speed of vehicles and keep cars and bikes moving smoothly and efficiently. It also doesn't have the number of residential buildings Beech St. has and has far less street parking.
- Beech St. has lots of stop signs that diminish the bike riding experience. The majority of the Cortez Hill Active Residents Group Board Members also voted against Beech St. One of their reasons is the risk of losing some of the few street parking places they enjoy.
- Little Italy risks losing an additional 50+ new on-street parking places. This would significantly reduce the livability for the residents and the success of the businesses in the neighborhood.
- State St. is repeatedly interrupted by stop signs, activities at the Church, the crossing in front of Washington Elementary. And when you get to the Grape and Hawthorne area, it is increasingly dangerous. Furthermore, State isn't a connector to other bike lanes.
- Pacific Hwy. is a connector to other bike lanes
- The ride down Ash is scenic all the way and continues uninterrupted along Pacific Highway and all the sites it offers.

DD-1

DD-1 This comment provides suggestions to the proposed network in the Mobility Plan and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. Consistent with the adopted Downtown Community Plan, traffic signals are planned to be installed at the intersections of Pacific Highway and Beech Street, Kettner Boulevard and Beech Street, and India Street and Beech Street. Additionally, please refer to Topical Response #2 for information on the rationale for not recommending cycle tracks along Ash Street and Topical Response #1 for information regarding on-street parking.

Jeri and Edward Keiller
1501 India Street #512
San Diego, CA 92101

Owner and resident

Letter DE

From: Sara Wilensky Napoli <swnapoli@gmail.com>
Sent: Friday, March 04, 2016 6:37 PM
To: Brad Richter
Subject: Mobility Plan - Choose Ash and Pacific Hwy for Bike Lanes

Dear Mr. Richter -

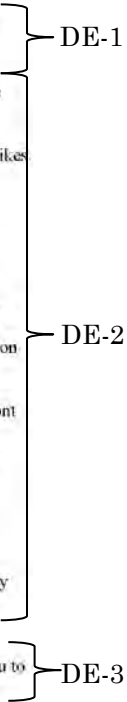
As a San Diegan who both lives and works in Little Italy, I am in favor of bike lanes, but not as proposed currently in Chapter 5 of the Mobility Plan.

Ash Street and Pacific Highway would be far safer and better choices for expanding bike lanes for these reasons:

- Unlike on Beech Street, traffic lights control the speed of vehicles on Ash Street and keep cars and bikes moving smoothly and efficiently.
- Ash has fewer residential buildings than Beech Street and Ash has far less street parking.
- Beech Street has lots of stop signs that diminish the bike riding experience.
- The majority of the Cortez Hill Active Residents Group Board Members voted against bike lanes on Beech Street. One of their reasons is the potential loss of some of the few street parking places they enjoy. Little Italy risks losing an additional 50+ new on-street parking places if bike lanes are added on Beech and State Streets.
- State Street is repeatedly interrupted by stop signs, activities at the Church, and at the crossing in front of Washington Elementary.
- Traversing the Grape and Hawthorne area via State is increasingly dangerous with freeway ramps dissecting the intersections.
- State is not a connector to other bike lanes. Pacific Highway is a connector.
- The ride down Ash is scenic throughout its length and continues uninterrupted along Pacific Highway with all the sites it offers.

I urge you to reconsider the plan to add bike lanes to Beech Street and State Street. For bike lanes, I urge you to choose instead Ash Street and Pacific Highway, which are much safer and better alternatives.

Sincerely,
 Sara Napoli
 1741 Columbia Street
 San Diego CA 92101



- DE-1 This comment reflects the opinion of the reviewer and general opposition to the proposed bicycle facilities laid out in the Mobility Plan. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- DE-2 Cycle tracks are proposed on Pacific Highway. Please refer to Topical Response #2 for information on the rationale for not recommending cycle tracks along Ash Street and Topical Response #1 for information regarding on-street parking. Finally, please refer to Topical Response #3 for information on the State Street cycle track.
- DE-3 Comment noted. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DF

From: info@downtownsdmobility.com
Sent: Friday, March 04, 2016 4:15 PM
To: info@downtownsdmobility.com
Subject: Comment from the Downtown San Diego Mobility Plan Website

Comment Submitted by:

Name: Jacob Zehnder
Organization: None Given
Email: jake.zehnder@gmail.com

Possibly Regarding Page:

/app_pages/view/125

Subject:

Love it!

Comment:

name:

Jacob Zehnder

email:

jake.zehnder@gmail.com

If you build it, they will come. Makes so much sense that building infrastructure for bikes (namely don't have them sharing lanes with cars) makes it appealing for more people to bike! Love it, hope it gets adopted. I would definitely use this over public transit and walking which is my current mode of travel. I own a car but try to avoid using it in town when other options exist, in particular in downtown SD.

} DF-1

DF-1 Comment noted. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DG

From: info@downtownsdmobility.com
Sent: Sunday, March 06, 2016 10:43 PM
To: info@downtownsdmobility.com
Subject: Comment from the Downtown San Diego Mobility Plan Website

Comment Submitted by:

Name: Sarah Nathan
Organization: None Given
Email: starflier06@yahoo.com

Possibly Regarding Page:

/app_pages/view/125?utm_source=Voice+of+San+Diego+Master+List&utm_campaign=f9a76ced1e-Morning_Report&utm_medium=email&utm_term=0_c2357fd0a3-f9a76ced1e-84109981&goal=0_c2357fd0a3-f9a76ced1e-84109981

Subject:

Downtown mobility plan

Comment:

name:

Sarah Nathan

email:

starflier06@yahoo.com

As a Mission Valley resident, I am very pleased with the proposed Downtown Mobility Plan. I am particularly glad of the number of cycle tracks and greenways proposed, as well as the attention given to reducing accidents. Even though I own a car, one of the things that makes downtown an attractive destination is that I can take the trolley and then walk wherever I need to go. Further investments in mass transit, bike paths, and pedestrian safety will create compelling reasons for me to travel downtown more often and leave my car at home.

DG-1

DG-1 Comment noted. This comment reflects the opinion of the reviewer and general support for the Mobility Plan and proposed bicycle facilities. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DH

Draft Downtown Mobility Plan Comments

Proposed conversion of 8th Avenue to two-way

- 8th Ave slopes sharply upward between B and A streets. The proposed northbound traffic would have limited sightlines at the top of the hill (danger for peds and bikers crossing the street).
- The Symphony building is on this block. They do load-in/out on 8th Avenue, and busses often park here. There is a high volume of vehicular and pedestrian traffic related to symphony events. Have these periodic volume increases been taken into account?
- There is a large new development on the adjacent block (8th/9th; A/B). Do the proposed changes on 8th and 9th take into account the entrance/exit for the underground garage in this new building, and the increased vehicular traffic that the development will bring to this block?

DH-1

DH-2

DH-3

Proposed conversion of 9th Ave two-way

- The exit ramp from southbound 163 to Ash has two lanes. The ramp curves and goes uphill, so sightlines both backward and laterally are limited. If drivers try to change lanes to turn left on 9th there will likely be accidents (though perhaps this could be a “no left turn” intersection?).
- There is a westbound street between 10th and 9th that is adjacent to the exit ramp. This further complicates left turns from the exit ramp (if they were allowed).
- There are a lot of pickups/drop offs in front of the building on the east side of 9th between A and Ash. When curbside parking is full, cars park in the travel lane. Losing northbound lanes will complicate this situation; drivers won't be able to change lanes to move around these parked cars.
- See above comment about the new development on this block.

DH-4

DH-5

DH-6

Other Street Changes

- Proposed removal of Cedar Street off ramp: Will that drop cars that wish to go east into Little Italy? What is the local-road impact?
- How will traffic be diverted when roads are permanently closed (e.g., C street; Park Blvd)? Will the Park Blvd closure impact Petco traffic?

DH-7

DH-8

Walking

- Consider implementing more of the “time remaining” walk signs. They are surprisingly helpful, and in some cases may negate the need for longer walk times.

DH-9

Bike Share

- Any plans to expand should revisit current agreement that allows advertisements at the bike kiosks (visual blight, interrupts view corridors, obscures the bikes).
- Some bike kiosks are placed in parking spaces. How will loss of lanes/parking impact this?

DH-10

Education and Outreach

- Success of overlays depends on folks knowing which streets carry which priority. Since tourism is a big part of downtown, outreach and marketing should include hotels and conventions.

DH-11

Other Thoughts

- To increase bus ridership, consider free bus travel in downtown zone as is done in Seattle.

DH-12

DH-1 Comment noted. Sight distance and other engineering aspects of the proposed Project will be vetted and accounted for during the design process. Comment reflects the opinion of the reviewer and opposition for the conversion of Eighth Avenue to permit two-way vehicular travel.

DH-2 Comment noted. Typically, only the day to day (typical) operations of a project are analyzed under CEQA. Therefore, temporary and special event conditions were not analyzed by the study.

DH-3 All future land uses consistent with the 2006 Community Plan were analyzed as part of this study. Comment noted. Potential vehicular impacts were analyzed and disclosed in the SEIR in accordance with CEQA guidelines.

DH-4 Due to the existing roadway between Ninth and Tenth avenues, the Plan assumes that westbound left-turns would be restricted at this intersection.

DH-5 The parking on this section of Ninth Avenue is assumed to be converted from parallel to angled. This change in parking should help to reduce the number of people that double park along the roadway.

DH-6 The parking on this section of Ninth Avenue is assumed to be converted from parallel to angled. This change in parking should help to reduce the number of people that double park along the roadway.

DH-7 The removal of the Cedar Street off-ramp is carried over from the 2006 Community Plan and additional CEQA clearance as well as close coordination with Caltrans will be needed at the project-level prior to the removal of the ramp.

DH-8 The roadway closures were included in the preferred plan model and traffic analysis; therefore, the impact associated with diverted traffic was analyzed as part of the Preferred Plan.

As noted previously, only the day-to-day (typical) operations of a project are analyzed under CEQA. Therefore, game day and other special event conditions at Petco Park were not analyzed as part of this project.

	<p>DH-9 Comment noted. Pedestrian Movement Policy 1 (PM-P-1) reads “Throughout the entire Downtown San Diego community ...Lengthen traffic signal walk times for pedestrians...”</p> <p>PM-P-4 reads “Provide marked crosswalks and countdown signals at all signalized intersections.”</p> <p>Comment reflects the opinion of the reviewer and support for pedestrian countdown signals. This comment does not address the adequacy of the EIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DH-10 Comment noted. Comment reflects the opinion of the reviewer and concern for DecoBike kiosks. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DH-11 Comment noted. Comment reflects the opinion of the reviewer and advises marketing the layered mobility network at hotels and conventions. This comment does not address the adequacy of the EIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DH-12 Comment noted. Comment reflects the opinion of the reviewer and support for free bus travel. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>Civic San Diego is currently in the process of implementing a free Downtown Circulator shuttle, please refer to page 83 of the draft Mobility Plan or www.civicsd.com for more information.</p>
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<ul style="list-style-type: none"> • Reconfiguring existing on-street parking is a fantastic idea. Consider crowd-sourcing to discover opportunities to make changes. Could also include education (are some zones ok to use at night?). • Is there a neighborhood specific summary of the parking loss? The aggregate total is not large, but are certain neighborhoods more heavily impacted? • FYI, in terms of making the case for retiming lights, just came across this video on impact of retiming lights in Denver http://www.enlivenco.com/broadway/ <p>Typos</p> <ul style="list-style-type: none"> • p. 37 Typo: Feasibility - > Feasibility • p. 70 Closing C Street to traffic: I think there is currently a single Eastbound lane (rather than Westbound). 	<p>DH-13 Comment noted. Comment reflects the opinion of the reviewer and support for angled parking conversion. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DH-14 Yes, parking loss/gain by neighborhood has been prepared on the planning-level which is how the total parking loss/gain were derived.</p> <p>DH-15 Comment noted. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DH-16 Comment noted. Revision made.</p> <p>DH-17 Comment noted. Revision made.</p>
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Letter DI

From: info@downtownsdmobility.com
Sent: Sunday, March 06, 2016 7:42 AM
To: info@downtownsdmobility.com
Subject: Comment from the Downtown San Diego Mobility Plan Website

Comment Submitted by:

Name: james wasser
 Organization: Citizens for sane traffic policy
 Email: jwasser@gmail.com

Possibly Regarding Page:

http://l.facebook.com/l.php?u=http%3A%2F%2Fwww.downtownsdmobility.com%2Femail_forms&h=KAQHCO6G6AQFVicm6hfargLuHZMIV8LVLNBebLPgp8af3w&enc=AZN1XDGPBWaiUGa8_2mqHMH53uAOSaPg2sIYzB4hoJGhtV5FDIXv9OW7sC4Q9fbdftxKFOgUM6bWbVXbNNQVnHqpn14PPmHAuCS7NWSbca4egRf5wJCGxIdWYk-ixyDOvq6KovLXzvJiRj_oeo5yFAfqZznolxh0UXFsoJ2wQu6g&s=1

Subject:

street plans in san diego

Comment:

name:

james wasser

email:

jwasser@gmail.com

Reducing lane widths is a terrible idea. Get rid of patios on sidewalks.
 Do you want to cause accidents? Reducing lanes will increase traffic.
 Reducing parking is a terrible idea. Do you want old people and disabled
 people to suffer? Change all white zones to yellow and change some red
 zones to yellow to increase parking. There are more then enough bike
 lanes now. Thank you.

DI-1

DI-1 Comment noted. This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DJ

I strongly support the proposed bicycle lane improvements. Many residents and visitors of San Diego are both drivers and cyclists. For me and many others I know, bike lane improvements such as those presented would eliminate my needs to drive and park downtown, coming from the North Park and Hillcrest areas. These lanes would make our lives much less stressful and dangerous both as drivers and as cyclists! The Park Ave and Pacific Highway routes that connect downtown with its northern neighborhoods are especially important. I would furthermore encourage you consider putting in a cycle track on 16th St. As is shown in Figure 5-1 (page 40), 16th St has high demand for cyclists. However the proposed changes do not address this important route, which may be easier to improve than others because of its location on the periphery.

DJ-1

DJ-1 This comment reflects the opinion of the reviewer and general support for the proposed bicycle network in the Mobility Plan. The comment also expresses a preference for a bicycle facility along 16th Street. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DK

From: K V [mailto:kvictor124@msn.com]
Sent: Monday, March 07, 2016 3:07 PM
To: Councilmember Todd Gloria <ToddGloria@sandiego.gov>
Subject: Bike path downtown

Being a bicycle rider and living on Kettner Blvd between A and B. My preference would be to have it on Beech since there's is less traffic and it would be safer.
Ken wishes you health, happiness and peace

} DK-1

DK-1 This comment reflects the opinion of the reviewer and support for the cycle tracks on Beach Street. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DL

<p>I support the Downtown Mobility Plan's Bicycling proposal as-is.</p> <p>I am a homeowner/resident of the Columbia District.</p>	<p>} DL-1</p>	<p>DL-1 This comment reflects the opinion of the reviewer and support for the Mobility Plan bicycle improvements. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p>Many area residents have proposed moving cycle tracks from Beech to Ash and discontinue State Street for the already proposed track on Pacific Hwy.</p> <p>While these proposed tracks will remove parking spaces, the benefits of safe streets for cycling outweigh this. Residents should not rely on street parking as the residential buildings are required to have a certain number of parking spaces based on the size of the dwelling. There is a new parking garage in Little Italy that is suitable for the businesses and restaurants. The cycle tracks are not proposed on the main streets in Little Italy (India and Ketter) so the proposed cycle tracks will not have an affect on businesses.</p>	<p>} DL-2</p>	<p>DL-2 Comment noted.</p>
<p>Ash is a one-way street and too dangerous for cyclists. Right and left turners often fail to look for pedestrians and cyclists on this street.</p> <p>It is also important to have a safe north and south corridor for cyclists traveling through Little Italy. State Street accomplishes this well. This will keep bicycles off of India, Kettner, Front and First Avenue. The residents north of Little Italy (Mission Hills, Hillcrest, parts of Bankers Hill) will not ride west to Pacific Hwy to access downtown. The proposed track on Pacific Hwy is also critical.</p>	<p>} DL-3</p>	<p>DL-3 Comment noted.</p>
<p>Enhancing the safety of bicycling in Downtown San Diego is paramount to encouraging people to use bicycles on our city streets. The more bicycles that use the city streets, the more cognizant drivers of vehicles will be towards cyclists.</p>	<p>} DL-4</p>	<p>DL-4 Comment noted.</p>

Letter DM

Hi Brad. Not sure if you received, this but want to make sure you got a copy of it. Please let us know if you have any comments or questions. Appreciate your attending and presenting...please let us know if we should send this to the Board, or if you'll add it to the information packets...thanks again...take care...csb

} DM-1

DM-1 This comment refers to a comment letter submitted by the Building Owner's Maintenance Association (BOMA) which was provided to all review bodies during the review of the Mobility Plan.

Letter DN

From: Trey Jacques <treymjacques@gmail.com>
Sent: Wednesday, March 09, 2016 2:43 PM
To: Brad Richter
Subject: Bicycling

Dear Brad,

I just want to let you know that I am a 23 year old bicycle commuter. I successfully sold my car three years ago and have avidly riding my bicycle to all my destinations in San Diego, and even on camping trip to Angeles National Forest. At present I ride from my home in Gaslamp to La Jolla's UCSD via Pacific HWY, Morena Blvd, and Rose Canyon Bike Path, and to be honest - I would love for the two aforementioned highways and roads to feature the green buffered bike lanes throughout their entire length.

Lastly, I do not plan on purchasing a motorized vehicle. This should say a lot about the future modus operandi of transportation for the millennial.

Farewell,
Trey M Jacques

Sent from my iPhone

} DN-1

DN-1 This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DO

I'm strongly against the proposed loss of parking space in order to make more bike lanes. Although I live in the North County, I love to come to downtown, Little Italy, Cortez Hill. But parking is already a nightmare - and the proposed changes will make it worse. Does it mean that I am not welcome downtown? That it should be for locals only who can walk or bike? What about the rest of us living all over the Great San Diego? Are we supposed to be confined to our local communities and never venture to other parts of our great city?

DO-1

DO-1 Please refer to Topical Response #1 for discussion on on-street parking. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DP

Please don't bow to Little Italy's objection to the State Street Bikeway shown in figure 5-2. Their reasons for objecting are completely ridiculous. State Street would be perfect for a bikeway and would allow for people from Mission Hills to bike down and enjoy downtown.

} DP-1

DP-1 This comment reflects the opinion of the reviewer and support for the State Street bicycle improvements. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DQ

Page 1 of 19

Mike Bullock
1800 Bayberry Drive
Oceanside, CA 92054
Telephone: (760) 754-8025
March 11, 2016

Brad Richter, Vice President - Planning
Civic San Diego
401 B Street, Suite 400
San Diego, California 92101
Via Email to richter@civicsd.com

Subject: Downtown San Diego Mobility Plan

Dear Mr. Richter:

I appreciate the opportunity to communicate with you concerning this important topic. My comments concern the pricing of car use, TDM, parking policy, improvements to your Chapter 11, and climate change. Although you may feel that your plan does not need to consider our climate crisis, I would like to submit the following information, so that you may recognize that, in fact, we must all work for the survival of our species.

DQ-1

DQ-1 Comments related to pricing, TDM, and parking policy are addressed individually below. The comments to Chapter 11 of the Mobility Plan are noted.

From Reference 1, for California (but in truth this is applicable to all governments and governmental agencies, such as Civic San Diego, and with emphasis added):

Reaching our ultimate objective—reducing California’s greenhouse gas emissions to the scientifically recognized level necessary for climate stabilization— will require California to keep building on the framework by continuing to pursue the maximum technologically feasible and cost-effective actions that will steadily drive down greenhouse gas emissions over the coming decades

DQ-2

DQ-2 This comment is not at variance with the information presented in the Mobility Plan or the purpose behind the planning effort. While the Plan includes an objective to “provide policies and implementation strategies to allow for the timely and phased implementation of improvements by both the public and private developments in a cost-effective manner,” the plan is limited in its scope both geographically to the Downtown study area and by the purview of Civic San Diego as a lead agency Additional responses on the references are provided below.

Why we have the problem of climate change and the fact that it threatens our existence are shown in References 2 through 5.

My Background

For 36 years, I worked as an engineer at Lockheed Martin in Sunnyvale, Ca. For most of that time, I was a satellite systems engineer. Since retiring, I have been working on the problem of how light-duty vehicle emission levels could support climate stabilization.

DQ-3

DQ-3 Comment noted. This comment provides background on the commenter. No further response required.

Since this is as much a political problem as it is a technical problem, I have also been active in the California Democratic Party (CDP). I’ve served for 6 years as a state delegate and authored two, adopted California Democratic Party (CDP) resolutions: the 1st, *Battery Electric Vehicles* and the 2nd, *Long Range Plans Should Support Climate Stabilization*. See

- <http://www.cadem.org/resources/resolutions?id=0686> &
- <http://www.cadem.org/resources/resolutions?id=0018>

I have contributed to all but one of the CDP Platform bullets in its Transportation Sub-Plank, which can be viewed here: <http://www.cadem.org/our-california/platform/2016-platform-energy-and-environment>. The 76th Assembly District Democratic voters elected me to the County Democratic Party Central Committee, where I have written six adopted resolutions.

<p>Page 2 of 19</p> <p>I am also a UCSD guest lecturer on Climate/Transportation and formulate regional transportation policies for an environmental organization.</p> <p>I have authored & presented the following peer-reviewed papers at Air & Waste Management Association (AWMA) conferences:</p> <ul style="list-style-type: none"> • <i>The Development of California Light-Duty Vehicle Requirements to Support Climate Stabilization: Fleet-Emission Rates & Per-Capita Driving and</i> • <i>A Climate-Killing Regional Transportation Plan Winds Up in Court: Background & Remedies.</i> <p>I coauthored the AWMA paper: <i>How to Efficiently & Conveniently Unbundle Car-Parking Cost.</i></p> <p>I have written detailed comment letters and emails, as well as presented public speeches on the topic Climate Action Plans (CAPs) for San Diego County and the cities of Vista, San Marcos, Carlsbad, and San Diego.</p> <p>For San Diego County, I was part of a team that achieved a legal victory against a typically-deficient CAP. Our published Appellate Court victory resulted in the San Diego County CAP being rescinded. It also resulted in the assurance that there will be an Environmental Impact Report for the new CAP.</p> <p>SO-CALLED TRANSPORTATION DEMAND MANAGEMENT (TDM)</p> <p>Your Section 8 is called Transportation Demand Management. The implication is that everyone loves driving so much that we have to spend money to try to get them to drive less. This covers up the fact that society heavily subsidizes driving and parking a car.</p> <p>The following misleading definition of TDM is shown at the start of Section 8:</p> <p style="padding-left: 40px;"><i>Transportation Demand Management (TDM) can be defined as a broad set of strategies that strive to reduce or reallocate automobile travel</i></p> <p>In the paper I co-authored on car-parking policy, which is hosted by the City of San Diego, http://www.sandiego.gov/environmental-services/pdf/sustainable/parkingcosts.pdf, there is a section that exposes the misleading nature of the phrase "TDM". It says the following:</p> <p>NEW DEFINITIONS TO PROMOTE AN OBJECTIVE VIEW OF PRICING</p> <ul style="list-style-type: none"> • <i>The "fair price" means the price that accounts for all costs.</i> • <i>The "baseline amount of driving" means the driving that results from the application of the fair price.</i> • <i>"Zero transportation demand management" ("zero TDM") is the amount of demand management that results when the fair price is used. It will result in the baseline amount of driving.</i> • <i>"Negative TDM" refers to the case where the price is set below the fair price. This will cause driving to exceed the baseline amount. Since TDM is commonly thought to be an action that reduces driving, it follows that negative TDM would have the opposite effect.</i> • <i>"Positive TDM" refers to the case where the price is set above the fair price. This would cause the amount of driving to fall below the baseline amount.</i> 	<p>DQ-3 cont.</p> <p>DQ-4</p> <p>DQ-5</p> <p>DQ-4 Comment noted. This comment references Section 8 of the Mobility Plan. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-5 Comment noted. The comment references a statement in Chapter 8 of the Mobility Plan. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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<p>Page 3 of 19</p> <p><i>Clearly, so-called "free parking" is an extreme case of negative TDM. The only way to further encourage driving would be to have a system that pays a driver for the time their car is parked.</i></p> <p>Seen in this light, it is clear that while it is always good to spend money to make it easier to not drive, we also need to level the playing field for the various modes of transportation.</p> <p>The gas tax, which is the closest thing we have to a road usage charge (RUC), falls far short of what is needed to maintain and operate the roads. Again, we have a high level of <i>negative</i> Transportation Demand Management. We encourage driving. San Diego is going to have a ballot measure to force it to spend more general fund money to maintain its roads, which is more negative TDM. I sympathize with the need to maintain roads. As an engineer, I understand that deferred maintenance is much more expensive than timely maintenance. Still, it is poor public policy to subsidize road use.</p> <p>We greatly increase driving by having all of the free or underpriced parking and not having a RUC that covers the full cost of road operations and all of the environmental and health costs caused by driving.</p> <p>The mobility of downtown San Diego would be greatly enhanced if we gave people more control over their own money.</p> <p>Here is a related resolution that has been adopted by the Democratic Club of Carlsbad and Oceanside (DEMCCO):</p> <p><i>THEREFORE, BE IT RESOLVED, that DEMCCO supports a road-use fee pricing and payout system that (1) would cover all road-use costs, including the environmental and health costs caused by driving; (2) could still include a fuel tax or fee; (3) would mitigate impacts on low-income users; (4) would protect privacy; (5) would include congestion pricing when that technology becomes feasible; (6) would keep the per-mile price incentive to drive energy-efficient cars at least as large as it is with today's fuel excise tax; and (7) would send its earnings to all citizens and institutions that are losing money under the current system, with the goal being to achieve a full and just compensation.</i></p> <p>The City of San Diego needs to adopt this resolution and send it to its representatives serving in the California legislature. They also need to send it to SANDAG, the California Transportation Commission, CARB, the CEC, and the Governor's OPR.</p> <p>YOUR CHAPTER 8 SECTION ON PARKING MANGAEMENT, PAGE 76</p> <p>The section starts with this sentence, which reinforces the idea that parking is somehow "free"</p> <p><i>Free parking reduces the overall cost of vehicle ownership and usage, which results in higher levels of SOV usage.</i></p> <p>It is very disappointing that you use the adjective "free" with no comment. In fact, you should state that parking is extremely expensive to provide and people pay for so-called "free" parking with a large reduction in wage, a large increase in rent, and/or an increase in the price of everything they buy, including food. Since non-drivers have not committed any sort of an anti-social act by their somewhat "different behavior" (not driving), they should not be economically harmed or punished in this way.</p>	<p>DQ-5 cont.</p> <p>DQ-6</p> <p>DQ-7</p> <p>DQ-8</p> <p>DQ-9</p> <p>DQ-10</p> <p>DQ-6 Comment noted. The comment addresses taxation and local policies relating to the maintenance of roads. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. No further response required.</p> <p>DQ-7 Comment noted. The comment addresses parking costs and road usage taxes. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-8 Comment noted. The comment does not appear relevant to the proposed Project nor content of the SEIR. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-9 Comment noted. The comment references a road fee resolution of another jurisdiction. However, because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-10 Comment noted. This comment addresses Chapter 8 of the Mobility Plan. However, because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. No further response required.</p>
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<p>Page 4 of 19</p> <p>Car Parking Policy Measures</p> <p>In the <i>Transportation Section</i> of Reference 6 (the CAPCOA document), it says (Section 3.3.2):</p> <p>3.3.2 Unbundle Parking Costs from Property Cost</p> <p>Range of Effectiveness: 2.6 – 13% vehicles miles traveled (VMT) reduction and therefore 2.6 – 13% reduction in GHG emissions.</p> <p>Measure Description: This project will unbundle parking costs from property costs. Unbundling separates parking from property costs, requiring those who wish to purchase parking spaces to do so at an additional cost from the property cost. This removes the burden from those who do not wish to utilize a parking space. Parking will be priced separately from home rents/purchase prices or office leases. An assumption is made that the parking costs are passed through to the vehicle owners/drivers utilizing the parking spaces.</p> <p>However, forcing someone who owns an office with associated parking to operate the parking as a separate business may not be the best way to solve or mitigate this problem because the landowner may not reduce the rent on the building enough. Furthermore, the tenant company leasing the building may not pass along enough of the rent savings to the workers. The scheme therefore lacks transparency for the workers and for the general public. We need a simple, transparent system that mitigates the full damage done by bundled-cost or bundled-benefit parking. It needs to put workers' economic rights first. It needs to show the workers exactly what is being done. It needs to protect low-income workers that must keep driving. It must deliver significant reductions in driving. All of this can be done, as shown in the next subsection. Under CEQA it is illegal to ignore feasible mitigation. Note that this Mobility Plan is a discretionary project under CEQA law and so it requires the CEQA process.</p> <p>In a law suit against the County's deficient Climate Action Plan, an Appellate Court Justice asked for an example of a feasible mitigation measure that was ignored. After being informed of this program he stated, "that sounds like feasible mitigation to me."</p> <p>The High Frequency of Bundled-Cost or Bundled-Benefit (AKA, unfortunately "Free") Parking</p> <p>UCLA Professor Donald Shoup (now retired), a well-known economist and author (<i>The High Cost of Free Parking</i>) has written that 99% of car trips in the United State end in what is known as "free" parking. Generally speaking, parking is expensive to provide and so of course someone is paying for all of the so-called "free" parking. Professor Shoup has written that the yearly subsidy made to car parking is about equal to our nation's defense budget. These facts must be incorporated into your Downtown Mobility Plan.</p> <p>A Car-Parking System that Will Mitigate the Harm Caused by Bundled-Cost or Bundled Benefit Parking</p> <p>This report, http://www.sandiego.gov/environmental-services/pdf/sustainable/parkingcosts.pdf, which was peer-reviewed by the Air and Waste Management Association (AWMA), describes a system that is applicable to nearly all types of parking. It is Reference 7. It could be argued that wherever a parking operation is its own, for-profit business, there is no need for change. However, there are advantages to the</p>	<p>DQ-11 Comment noted.</p> <p>DQ-12 Comment noted. The comment expresses an opinion about parking. The comment also correctly cites the requirement under CEQA to propose feasible mitigation for a significant impact, and that the proposed Project is a discretionary action subject to CEQA. However, because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-13 The Mobility Plan is a long term planning effort to improve active transportation choices within the Downtown study area. The Plan provides for the accommodation of motor vehicle, cycling, and pedestrian options, while providing additional public parking opportunities.</p> <p>DQ-14 The comment references Reference 7 which is an assessment and recommendation of an "Intelligent Parking" system which would not be inconsistent with the policies in the Mobility Plan (i.e. the Mobility Plan does not preclude future consideration). It was determined that impacts to air quality would be less than significant from the proposed Project. Additionally, reductions in VMT indirectly reduce air pollution and global warming.</p> <p>VMT reductions are also associated with the sustainable transportation plan as set forth in the Mobility Plan. VMT was not specifically analyzed as part of the Mobility Plan. The 2009 Comprehensive Parking Plan for Downtown San Diego promotes a "park once" strategy which can be supported by improved pedestrian walkability, streetscape enhancements, and wayfinding. In the near future Civic San Diego will undertake an update to this plan to better understand existing demand, issues, and opportunities to increase parking and a park once strategy, including a comprehensive block by block parking assessment for Downtown</p>
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	<p>DQ-14 (cont.)</p> <p>San Diego. Chapter 9 of the Mobility Plan also identifies parking management programs Civic San Diego is currently in the process of implementing, including website/smart phone applications and dynamic message signs to provide real time information to motorists as to where parking is available as they enter the Downtown area. These strategies aim to efficiently direct motorists to available parking which will reduce time spent driving and looking for parking.</p>
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<p>Page 5 of 19</p> <p>Reference 7 system that go beyond just fair pricing, economic justice for those that might like to drive less than average, and reducing the choice of driving. The <i>San Diego Downtown Mobility Plan</i> should evaluate the VMT resulting from drivers that are driving around looking for parking. This significant problem is addressed in Reference 7 and, in fact, it is solved, or eliminated, for any driver with a GPS. Using the data generated by the Reference 7 system of parking, the private sector will create software to guide a driver to the best available parking spot that meets the driver's cost-and-location requests.</p> <p>Although the Reference 7 system is an optimum, overall system, it cannot be implemented until reduced-feature demonstration projects are constructed that will please all of the stakeholders and demonstrate the basic functions of the system. Reference 8 describes a system that could be installed at a worksite; Reference 9, at a school site.</p> <p>For convenience and to provide a brief summary of the operation of the worksite demonstration, the following words, from the Introduction of Reference 8, are brought into this letter as follows:</p> <p>This paper (Reference 8) describes a parking policy that distributes the benefit of parking to all employees, regardless of how often they choose to drive. It does this by</p> <ul style="list-style-type: none"> • Charging a fair price for the parking, per unit of time parked, and by • Giving the total earnings (<i>total parking-lot earnings</i>) to the employees, such that each employee's share of the <i>total parking-lot earnings</i> is proportion to the time they spend at the work site served by the parking. <p>The following, additional, <u>optional</u> action would guarantee that no driver loses money under the policy:</p> <ul style="list-style-type: none"> • Adding a <i>must-drive bonus</i> to each driver's share of the <i>parking-lot earnings</i>, if it happened that their share of the <i>parking-lot earnings</i> is less than their parking-lot charge. This means that the employee's <i>must-drive bonus</i> would be equal to their <i>parking-lot charge</i> minus their share of the <i>parking-lot earnings</i>. <p>If an employer decided to pay a <i>must-drive bonus</i> to its employees, it would be possible to allow employees to effectively "opt out" of the program so they would not need to be mailed the car-parking statements. The system would feel like "free parking" to them.</p> <p>The "must drive" bonus would protect the economic interests of drivers, including low-income drivers, who find that they must continue to drive. It also can answer an employer's concern that the program would put them at a disadvantage, with respect to companies that continue to have "free" parking. (I would argue just the opposite: employees will appreciate the company being more environmentally aware and more economically just, making competitors that stick with the old system look unaware and part of the climate-crisis problem.) It is anticipated that funding the "Must-Drive Bonus" would be a responsibility of the employer, although it is possible that if there is a grant involved, the money could come from the grant.</p> <p>At a downtown school, the earnings, which would be paid to students of driving age on days they are not chauffeured to school, would provide money for a bus pass, if that was a good option for a student. Note that the San Diego Unified School District is doing a Climate Action Plan, simply because the school board knows that this is the right thing to do.</p>	<p>DQ-14 cont.</p> <p>DQ-15 Comment noted. See response to comment #14. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-16 Comment noted. See response to comment #14. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-17 Comment noted. See response to comment #14. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-18 Comment noted. See response to comment #14. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-19 Comment noted. See response to comment #14. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-20 Comment noted. See response to comment #14. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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A Case for Suburban Implementations

Since the City of San Diego controls a large amount of development that is not downtown, this letter will include information which is, strictly speaking, out of the scope of your report. In any case, implementing parking systems that mitigate the harm of bundled-cost or bundled-benefit parking needs to start with a reduced set of features, such as is shown in References 8 and 9, compared to a full-featured system, such as is described in Reference 7. It is unwise to suggest that good systems should not be implemented in the suburbs. If a factory in a section of a town that had no transit at all were to unbundle the cost of its parking, there would be very little hardship on drivers, because most of the workers would continue driving.

For example, if there were 100 workers and the charge was \$5 per day and only 2 employees biked to work and everyone else drove alone, the money to be divided among the 100 employees would be \$490 dollars per day. (Note that \$5 multiplied times the 98 drivers equals this amount.) Each worker (this simplified example assumes everyone works the same number of hours per day) would earn \$4.90 per day. The two bicycle riders would net a plus \$4.90 per day because they would not have to pay for parking. The drivers would net a loss of ten cents per day. Note that if the two unused parking spaces could be rented out to the general public, for \$5 per day, the drivers could break even and the bicycle riders would earn \$5.00 per day. Many times the authors of General Plans or CAPs do not want to take the time to consider this proposal because they think that unbundling in the suburbs would not work. This is false, as the simple example shows. Since the employees will feel like the bike riders are getting paid to not drive, they will all consider joining them. Therefore, it would not be surprising if the number of bike commuters were to increase to three or more. The purpose here is to prove that there would be no hardship for those that continued to drive.

Data Showing that the Driving-Reduction Mitigation Could Be Significant

Table 5 is taken from Reference 7.

Table 20-2 of Reference 10 shows driving reductions that occur as a result of changing the fixed cost of car ownership. It shows that driving reductions from 15% to 30% are reasonable estimations. This would benefit mobility because it would reduce congestion.

Clearly this strategy is worthy of implementation, especially since it is both technologically feasible and cost effective. Since parking is expensive to provide and unused parking could be converted to better uses, this strategy will be cheaper than free, after the initial designs are implemented. Besides this, our climate crisis requires that we develop strategies that could be "dialed up" as needed. This is such a policy because the price could be adjusted upward, if needed. This will not be judged as "draconian" because the earnings are returned to the employees. (Climate destabilization would be "draconian".)

Your second sentence in your Parking Management section on Page 76 starts with phrase, "charging for parking", which puts what needs to be done in the most negative light. How can you charge for something when in fact real people are already paying or losing significant amounts of money under the disastrous practice many (including the authors of the *San Diego Downtown Mobility Plan*), too often call "free parking".

The fact is that "free parking" is bundled-cost parking or bundled-benefit parking. For housing, transit stations, and stores, the parking is bundled-cost; at work locations, the parking is bundled benefit.

- DQ-21
- DQ-22
- DQ-23
- DQ-24
- DQ-25

DQ-21 Comment noted. The comments references systems and programs that are out of scope. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

DQ-22 Comment noted. The commenter references systems and programs that are out of scope. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

DQ-23 Comment noted. The commenter references systems and programs that are out of scope. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

With respect to the requirement for the development of strategies to address climate control, the proposed Project presents a multi-modal approach to mobility throughout the Downtown Community Plan area. The Mobility Plan is consistent with local and state policies and directives focused on climate control.

DQ-24 Comment noted. The comment is referencing a program under the Mobility Plan, which was analyzed in its entirety in the SEIR. See also response to comment #10. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

DQ-25 Comment noted. See response to comment #10. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Table 5 Eleven Cases of Pricing Impact on Parking Demand

Location	Number of Workers @ Number of Firms	1995 \$'s	Parking Use Decrease
Group A: Areas with poor public transportation			
West Los Angeles	3500 @ 100+	\$81	15%
Cornell University, Ithaca, NY	9000 Faculty & Staff	\$34	26%
San Fernando Valley, LA	850 @ 1	\$37	30%
Costa Mesa, CA	Not Shown	\$37	22%
Average for Group		\$47	23%
Group B: Areas with fair public transportation			
Los Angeles Civic Center	10,000+ @ "Several"	\$125	36%
Mid-Wilshire Blvd, Los Angeles	1 "Mid-Size" Firm	\$89	38%
Washington DC Suburbs	5,500 @ 3	\$68	26%
Downtown Los Angeles	5,000 @ 118	\$126	25%
Average for Group		\$102	31%
Group C: Areas with good public transportation			
U. of Washington, Seattle, WA	50,000 employees, students	\$18	24%
Downtown Ottawa, Canada	3,500 government staff	\$72	18%
Bellevue, WA	430 @ 1	\$54	39%
Average for Group, except Bellevue, WA Case*		\$45	21%
Overall Average, Excluding Bellevue, WA Case*			25%

*Bellevue, WA case was not used in the averages because its walk/bike facilities also improved and those improvements could have caused part of the decrease in driving.

Reference 11 further explains how the harm of bundled-benefit parking at work can be mitigated.

Therefore the wording in the Downtown needs to state that what is needed is to unbundle the cost or benefit of parking not "charge for parking".

Section 9.2, "Parking Management" has very little information on how to properly price parking and on where the money earned should go. Again, References 7 through 11 should be used to see what needs to be done so that pricing is fair, sharing is always supported, and good technology is used. Sharing could be summed up by saying that what is needed is that everyone can park anywhere. Employees at a company that has employee parking will not mind if it is used by the general public, as long as they are paying a fair price and the money flows to the employees. The employees can be their own customers if they like.

The Democratic Club of Carlsbad and Oceanside (DEMCCO) has adopted the following resolution, as shown in Reference 12:

THEREFORE, BE IT RESOLVED, that DEMCCO supports funding the development and prototype installation of car-parking systems with at least

} DQ-26

} DQ-27

} DQ-28

DQ-26 Comment noted. The comment further addresses the commenter's opinion relating to bundle-cost parking. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

DQ-27 Comment noted. See response to comment #10. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

DQ-28 Comment noted. The comment refers to privately-owned parking. This concept is beyond the scope of the Final Mobility Plan. The comment does not raise a significant environmental issue under CEQA, and no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

the last two features (numbered 7 and 8), so as to demonstrate useful feasibility, with the full set of features as follows: (1) have full-cost base pricing; (2) have congestion pricing; (3) have charge and payout policies that will minimize money lost by non-drivers, due to parking facilities; (4) will support sharing of parking facilities; (5) will provide retrievable knowledge of the use of each parking space; (6) have a data interface that will support on-demand predictions of parking-space price and availability; (7) have automatic car detection; and (8) will do efficient mailing of invoices, containing both parking charges and parking earnings.

DQ-28
(cont.)

Besides this, the 2016 Platform of the California Democratic Party (CDP) has the following bullet (with emphasis added):

- Work for shared, convenient and **value-priced** parking, operated with a system that **provides earnings** to those paying higher costs or getting a reduced wage, due to the cost of providing the parking;

The Need to Reduce Driving Means that No Additional Parking Should Be Built

Reference 13 shows that per-capita driving needs to be reduced 32% compared to 2005 values. This means that there can be no need for additional parking. In fact, we need less parking provided. Reference 7 has a section showing the algorithm that can be used to price parking so that there will always be an ideal number of empty parking spots, regardless of how much or how little parking is supplied. This is called "instantaneous congestion pricing".

DQ-29

Parking Conclusion

In summary, the parking section needs to be reworked to include these important understandings about what needs to be done about parking. Since the Democratic Party understands the severity of our climate crisis and a broad outline of what must be done, these changes will come with time. San Diego would do best to incorporate them now. Like the City's commitment to 100% renewable energy by 2035, the City needs to lead if it wants to attract the best talent and reap the benefits of the new economy. The City vendors that implement these changes will find a vast demand for the new systems that they must develop. There is a lot of parking in our country and most of it is being poorly managed.

DQ-30

CLIMATE CHANGE BACKGROUND LEADING TO 4 SOLUTIONS

Since cars and light-duty trucks emit 41% of the GHG in San Diego County, any document that is proposing actions to reduce driving should include a section on climate change, so the reader will understand why significant changes are warranted.

DQ-31

Basic Cause

Reference 2 states that our climate crisis exists primarily because of these two facts:

1. Our combustion of fossil fuels has added and continues to add "great quantities" of carbon dioxide (CO2) to our atmosphere.
2. Atmospheric CO2 traps heat.

DQ-32

DQ-29 Comment noted. Reference 13 identifies parking measures related to reducing overall VMT. While reductions in VMT may correspond to reductions in the number of vehicle trips, VMT reductions are also be associated with the sustainable transportation plan as set forth in the Mobility Plan. Additionally, Section 9.2 of the Mobility Plan proposes short-range changes in parking resulting in a net gain of 227 spaces and long-rang parking changes resulting in a net loss of 477 spaces. The Mobility Plan concludes that a net reduction in existing parking provided is appropriate to support the multi-modal program. Notwithstanding this response, provided for clarification of the issue, the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

DQ-30 Comment noted. The comment provides a conclusion related to the commenters opinion on alternative parking programs. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

DQ-31 The scope of analysis for the SEIR was determined by the City as a result of initial project review and consideration of comments received in response to a Notice of Preparation (NOP) circulated for a 30-day public comment period from December 2, 2014, concluding on January 5, 2015 (SEIR Appendix A). Through these scoping activities, issue areas were identified which required updating in order to provide the information necessary to make the 2006 PEIR adequate for the proposed Project. GHG was not included in the scope of analysis in the SEIR. As detailed in SEIR section 1.3.2, the majority of the subsequent projects under the Mobility Plan would not involve major grading activities; rather, they would be the restriping of lanes within existing right-of-way, the addition of landscaping, bicycle and pedestrian amenities, and similar types of projects. Given the limited scale of improvements, construction-related GHG emissions would be a negligible percentage of the total regional emissions when considering the emissions generated by mobile sources. Further, by promoting a multi-modal transportation

	<p>DQ-31 network that includes enhancements to the pedestrian, bicycle and transit facilities, the proposed Project would also serve to implement the City's General Plan GHG reduction goals and Climate Action Plan. For these reasons it was determined that pursuant to CEQA, a section on global warming was not required to be included in the SEIR.</p> <p>DQ-32 Comment noted. The comment is an introduction to the causes of climate change. No further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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California's First Two Climate Mandates

California's Governor's Executive Order S-3-05 is similar to the Kyoto Agreement and is based on the greenhouse gas (GHG) reductions recommended by climate scientists for industrialized nations, back in 2005. In 2005, climate scientists believed that the reduction-targets of S-3-05 would be sufficient to support stabilizing Earth's climate at a livable level, with a reasonably high level of certainty. More specifically, this executive order aims for an average, over-the-year and over the earth, atmospheric temperature rise of "only" 2 degree Celsius, above the preindustrial temperature. It attempts to do this by limiting atmospheric CO2 and other GHG denoted as "CO2e", which includes other GHG besides CO2 which has been converted to the units of carbon dioxide equivalency so they can be added to CO2, which is herein represented as "CO2e", to 450 PPM by 2050. To be clear and as stated in Reference 3, the S-3-05 targets were thought to be sufficient to cap atmospheric CO2e to 450 PPM by year 2050. This "capping" requires that a CO2e equilibrium equation be true. This equation is shown in the subsection below, *The Primary Threat of our Climate Crisis*. As you may know, the S-3-05 emission targets are as follows: 2000 emission levels by 2010, 1990 levels by 2020, and 80% below 1990 levels by 2050. However, just stating these targets, with no background, increases the likelihood of destabilization.

As shown in Reference 3, with the use of its references, it was thought that if the world achieved S-3-05, there would be a 50% chance that the maximum temperature rise would be less than 2 degrees Celsius; thus leaving a 50% chance that it would be larger than 2 degrees Celsius. A 2 degree increase would put over a billion people on the planet into a condition described as "water stress" and it would mean a loss of 97% of our coral reefs.

There would also be a 30% chance that the temperature increase would be greater than 3 degrees Celsius. A temperature change of 3 degrees Celsius is described in Reference 3 as being "exponentially worse" than a 2 degree Celsius increase.

The second California climate mandate is AB 32, the so-called *Global Warming Solutions Act of 2006*. It includes provisions for a cap-and-trade program, to ensure meeting S-3-05's 2020 target of the 1990 level of emissions. It continues after 2020. AB 32 requires CARB to implement measures that achieve the maximum *technologically feasible and cost-effective* (words taken from AB 32) greenhouse-gas-emission reductions.

California is on track to achieve its second (2020) S-3-05 target. However, the world emission levels have, for most years, been increasing, contrary to the S-3-05 trajectory. Because the world has failed to achieve S-3-05, California, if it still is interested in leading the way to human survival, must do far better than S-3-05, going forward.

California's More Recent Climate Mandate

Governor's Executive Order B-30-15 requires a single target: 40% below the 1990 level by 2030. Note that this target level is halfway between Executive Order S-3-05's 2020 target (which is equal to our 1990 emission level) and Executive Order S-3-05's 2050 target (80% below the 1990 level.) However, the 2030 target year is 5 years sooner than the halfway point between 2020 and 2050, which is 2035. This suggests that our Governor knows that the S-3-05 straight-line trajectory is not enough to stabilize the

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DQ-33 Comment noted. The comment provides additional introductory information on GHG and climate change. No further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

DQ-34 Comment noted. The target established in Executive Order S-3-05 is only applicable to California; global emissions are beyond the scope of S-3-05. No further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

DQ-35 Comment noted. Conclusions on the basis for Executive Order B-30-15 may be speculative as the order does not state the basis for proposed goals. No further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

<p>Page 10 of 19</p> <p>climate. These two governor's executive orders will be referred to as S-3-05 and B-30-15.</p> <p>Failing to Achieve these Climate Mandates</p> <p>If we fail to achieve S-3-05 and/or B-30-15, or if we achieve them but they turn out to be too little too late and other states and countries follow our example, the result will be catastrophic for most life forms on earth, including our own species.</p> <p>Reference 4 states, "A recent string of reports from impeccable mainstream institutions- the International Energy Agency, the World Bank, the accounting firm of PricewaterhouseCoopers-have warned that the Earth is on a trajectory to warm by at least 4 Degrees Celsius and that this would be incompatible with continued human survival."</p> <p>From Reference 5, "Lags in the replacement of fossil-fuel use by clean energy use have put the world on a pace for 6 degree Celsius by the end of this century. Such a large temperature rise occurred 250 million years ago and extinguished 90 percent of the life on Earth. The current rise is of the same magnitude but is occurring faster."</p> <p>Pictures Showing Our Predicament</p> <p>Figure 1 shows (1) atmospheric CO₂ (in blue) and (2) averaged-over-a-year-then-averaged-over-the-surface-of-the-earth, world atmospheric temperature (in red). This temperature is with respect to a recent preindustrial value. The data starts 800,000 years ago. It shows that the current value of atmospheric CO₂, which is now over 400 PPM, far exceeds the values of the last 800,000 years.</p> <p>Figure 2 shows the average yearly temperature with respect to the 1960-to-1990 baseline temperature (in blue). It also shows atmospheric levels of CO₂ (in red). The S-3-05 goal of 450 PPM (the intended maximum value) is literally "off the chart", in Figure 2. Figure 2 shows that, as expected, temperatures are starting to rise along with the increasing levels of CO₂. The large variations in temperature are primarily due to the random nature of solar energy being received by the earth. The rapid increase of atmospheric CO₂ from our 180-year-old industrial revolution is obvious</p> <p>Primary Threat of Our Climate Crisis: Climate Destabilization</p> <p>The primary threat of our climate crisis is that current and future, world-wide, yearly emission levels of CO₂e will put our planet into a condition which is best described as "climate destabilization". This is a condition in which the climate system's positive feedbacks¹ become large enough to, even if we were to eliminate our CO₂e emissions, overwhelm the processes that remove carbon dioxide equivalent (CO₂e) gases from the earth's atmosphere, primarily the carbon sequestration of carbon dioxide (CO₂) performed by the photosynthesis of plant growth. "Climate destabilization" is also sometimes described as "going past the climate tipping point" and also sometimes described as "going over the climate cliff", or having "runaway climate change". It is best understood by an equation for the equilibrium of atmospheric CO₂e, mentioned above</p> <p>¹ If a process ("Process 1") is increasing the value of some parameter, the increase in the value of the parameter sets in motion a second process ("Process 2"), and if the second process (Process 2) adds to the value of that same parameter, the second process (Process 2) is said to be a "positive feedback" to the first process (Process 1).</p>	<p>DQ-35 cont.</p> <p>DQ-36 DQ-36 Comment noted. See response to comment #34. No further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-37 DQ-37 Comment noted. The comment provides references relating to increases in world temperature relative to GHG but does not raise a significant environmental issue under CEQA. No further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-38 DQ-38 Comment noted.</p> <p>DQ-39 DQ-39 Comment noted.</p> <p>DQ-40 DQ-40 Comment noted.</p>
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in the section titled *California's First Two Climate Mandates*. The following definitions are used:

- E_a is the anthropogenic (cause by human activity) emission of CO₂e, primarily caused by the combustion of fossil fuels.
- E_n is the emission of CO₂e from natural processes, such as respiration, digestion, decomposition of plant material, and fire.
- E_{pfb} is the "positive feedback" emission of CO₂e, which is an emission or emissions being caused by the earth's warming, such as the melting of our permafrost, releasing methane, which is a CO₂e gas
- S is the sequestration of carbon, or the removal of CO₂e from the atmosphere, from all processes but primarily from the photosynthesis of growing plants.

Equation 1: $E_a + E_n + E_{pfb} = S$

When Equation 1 is true, that is, when the two sides of the equation are precisely equal, the atmospheric CO₂e is neither going up nor going down. The hope of S-3-05 was that this condition would be met in 2050 and that the atmospheric CO₂e would be at 450 PPM³. The level of our emissions, mostly CO₂ from the combustion of fossil fuel, was to have been at 80% below our 1990 level in 2050. If it is assumed that back in 2005 it was thought that the positive feedback term could be ignored, this means that the 2050 S-3-05 target (80% below the 1990 level) is equal to the natural removal of CO₂e (the "S" term) minus the natural addition of CO₂e (the E_n term). Of course if we want to bring the earth's temperature back down, what needs to happen is for the anthropogenic term to be small enough that the left side of the equation is smaller than the sequestration term, "S", creating a negative slope to the quantity of atmospheric CO₂e. This will still not guarantee that we can achieve climate stabilization because, at any time, the positive feedback term could increase to be larger than the sequestration term, "S" minus the natural emissions term, E_n . If this were to happen, it would be "game over", unless we can figure out a way to take CO₂e out of the atmosphere. We are in no position to assume some successful geoengineering solution.

Latest Official State Information on Climate Destabilization

What we need to achieve is the opposite of climate destabilization. We need to "stabilize the climate at a livable level". This will be referred to as "climate stabilization". It would start with stabilizing the atmospheric level of CO₂e. It would also require the atmospheric level of CO₂e coming down to a safe level, meaning that the threat of positive feedbacks taking over is sufficiently low.

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DQ-41 Comment noted.

DQ-42 Comment noted.

Figure 1 Atmospheric CO₂ and Mean Temperature from 800,000 Years Ago

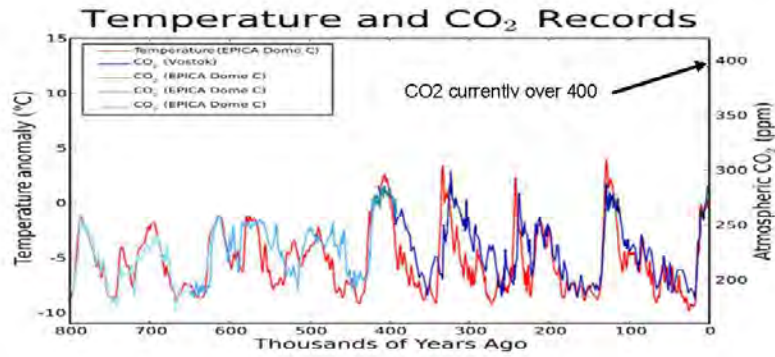
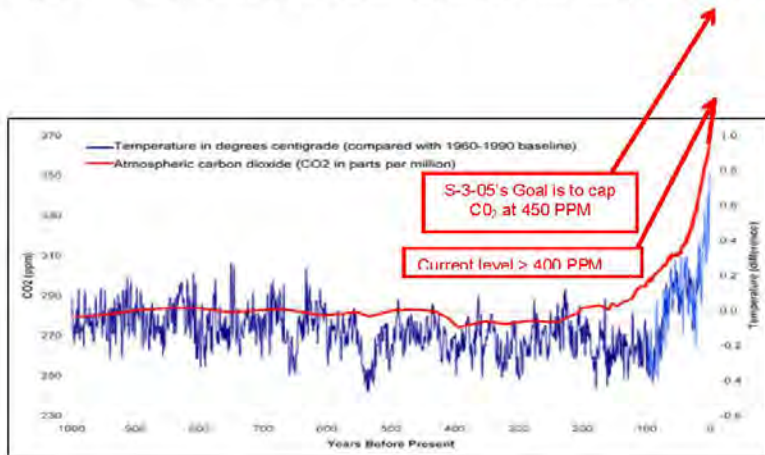


Figure 2 Atmospheric CO₂ and Mean Temperature Over the Last 1,000 Years



The following revealing quotes (Quote 1 through Quote 4), come from Reference 1's Section B, *Achieving Climate Stabilization*. Even though the goal of S-3-05 was to support a world effort to aim at a 2 Degree Celsius change in temperature (achieving a 50% probability of

DQ-43 DQ-43 Comment noted.

Page 13 of 19

keeping that temperature change below 2 Degrees but leaving a 50% probability of exceeding 2 degrees), there is this quote (emphasis added);

Quote 1;

Scientific research indicates that an increase in the global average temperature of 2°C (3.6°F) above pre-industrial levels, which is only 1.1°C (2.0°F) above present levels, poses severe risks to natural systems and human health and well-being

As stated in this letter and in Reference 3, the method of aiming for a 2 Degree Celsius change (achieving a 50% probability of keeping the temperature change below 2 Degrees but leaving a 50% probability of exceeding 2 degrees) is to cap the atmospheric CO2e at 450 PPM by 2050. This concept is reinforced in this quote

Quote 2:

To have a good chance (not a guarantee) of avoiding temperatures above those levels, studies focused on a goal of stabilizing the concentration of heat-trapping gases in the atmosphere at or below the 450 parts per million (ppm) CO2-equivalent (CO2e, a metric that combines the climate impact of all well-mixed GHGs, such as methane and nitrous oxide, in terms of CO2).

However, Reference 1 also contains these rather alarming words (emphasis added)

Quote 3:

The CO2e target is a somewhat approximate threshold, and the exact level of CO2e is not precisely known because the sensitivity of the climate system to GHGs has uncertainty. Different models show slightly different outcomes within this range. An example of a pre-IPCC assessment study (Meinshausen et al. 2009) which has synthesized many studies on climate sensitivities, concluded that we would need to stabilize at about 400 ppm CO2e in order to likely avoid exceeding the 2°C threshold (even at that stabilization target, there is still about a 20 percent chance of exceeding the temperature target).

The problem with stabilizing at 400 PPM CO2e is that, as shown in Figures 2 and 3, the earth's current value is already above that level and the world has no plan to achieve the emission rate of 80% below the 1990 level anytime soon (if at all), which would give us a chance to cap the value.

Given all this, the following quote shows the desperate nature of our current predicament and the urgent need to do all measures that are technologically feasible and cost effective, as soon as possible:

Quote4:

Further, a recent paper by an international team of scientists (Hansen et al. 2013)¹⁶ asserts that the widely accepted target of limiting human-made global climate warming to 2°C above preindustrial levels is likely too high and may subject future generations and nature to irreparable harm. Recognizing this fact, the international community agreed in meetings in Cancun in 2012 to review, by 2015, progress to the 2°C target and consider whether it should be strengthened to a 1.5°C threshold.

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DQ-44 Comment noted.

DQ-45 Comment noted.

<p>Page 14 of 19</p> <p>Conclusion</p> <p>The conclusion is that we have nothing under control and we must adopt measures that will eliminate congestion. This statement is proven to be true in the peer-reviewed document, Reference 13.</p> <p>One Important Source of GHG Reduction Measures</p> <p>One important source of GHG reduction strategies is Reference 6, from the California Air Pollution Control Officers Association (CAPCOA). It contains a number of strategies with associated GHG reduction estimates. One important category is cars and light-duty trucks. Other categories would include the generation of electricity and the use of natural gas. In some municipalities, agriculture would be significant.</p> <p>A Source of GHG Reduction Measures for Cars and Light-duty Trucks</p> <p>One important source of GHG reduction strategies for light-duty vehicles (LDVs, meaning cars and light-duty vehicles) is Reference 13. It also shows the associated GHG reduction estimates, for each strategy.</p> <p>Need to Understand What LDV Fleet Efficiency and Level of Driving Will Support Climate Stabilization</p> <p>Californians drive over 320 billion (yes billion) miles per year. (Note that it is only 93 million miles to the sun.)</p> <p>In San Diego County, LDVs emit 41% of the GHG and this is by far the largest category.</p> <p>It is true that a plan showing how LDVs can achieve a climate-stabilization target (or targets) will require actions to <i>reduce driving</i> and that reducing driving is primarily the responsibility of municipalities and regions. It is also true that a plan showing how LDVs can achieve a climate-stabilization target (or targets) will require actions to achieve a <i>fleet efficiency</i>, which is primarily the responsibility of the state. It is also true that California has no such plan and may never develop one. Since we are talking about how to avoid a devastating collapse of the human population, it is unacceptable to say this is some other government's responsibility or that it is too difficult. Reference 13 may not be the optimum solution under some set of criteria. However Reference 13 proves that such a plan is possible.</p> <p>Of course it would be best if the OPR or CARB would do such a report. But since they have not, it is up to the municipal governments to adopt such a plan and to show that they can achieve the targets, with enforceable measures. Since Reference 13 has been peer-reviewed by the Air and Waste Management Association, it could be used.</p> <p>Note that the Executive Branch of the state of California, by not having a plan for how LDVs will achieve climate-stabilizing targets, is ignoring its own political party's wishes. The following is from the CDP's Platform http://www.cadem.org/our-california/platform/2016-platform (emphasis added and these words describe what all CDP members, even the Governor, should do):</p> <ul style="list-style-type: none"> • Demand Regional Transportation Plan (RTP) driving-reduction targets, shown by science to support climate stabilization; 	<p>DQ-46 Comment noted. The Mobility Plan would implement the City's General Plan GHG reduction goals and Climate Action Plan by promoting a multi-modal transportation network that includes enhancements to the pedestrian, bicycle and transit facilities.</p> <p>DQ-47 Comment noted.</p> <p>DQ-48 Comment noted.</p> <p>DQ-49 Comment noted.</p> <p>DQ-50 Comment noted. The identified emission levels appear originate from the 2008 San Diego County GHG Inventory; and specifically correspond to identified 2006 emission levels. The GHG Inventory for San Diego County was updated in 2013. Additionally, a more applicable inventory was prepared as part of the City of San Diego Climate Action Plan. No further response is required.</p> <p>DQ-51 Comment noted. While no statewide comprehensive plan has been developed, several metropolitan planning organizations (MPOs) have adopted regional plans intended to reduce the use of cars and light-duty trucks. The San Diego Forward, adopted in October 2015, provides policies focuses on the increase of multi-modal travel and improved connectivity between neighborhoods in an attempt to reduce reliance on motorized travel. The Mobility Plan implements the policies of these plans through the development of Cycleways and safe multi-modal travel lanes throughout the Downtown Community Plan area. The environmental effects of the Mobility Plan have been adequately and fully evaluated in the SEIR.</p> <p>DQ-52 Comment noted. See response to comment #51. No further response required.</p> <p>DQ-53 Comment noted. The comment does not raise a significant environmental issue under CEQA, and no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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<p>Page 15 of 19</p> <ul style="list-style-type: none"> • Demand a state plan showing how cars and light-duty trucks can hit climate-stabilizing targets, by defining enforceable measures to achieve the needed fleet efficiency and per-capita driving; <p>The only way to know what driving-reduction targets will support climate-stabilization is to have an overall plan, including all of the requirements that will provide the fleet efficiency used to compute the associated driving-reduction target. If this seems complicated, it is because it is complicated. This is why the state of California needs to hire some systems engineers that can work this problem. Reference 13 is an example of how the work needs to proceed.</p> <p>It should be pointed out that in 2010, when the California Air Resources Board (CARB) gave the Metropolitan Planning Organizations (MPOs), such as the San Diego Association of Governments (SANDAG), their SB 375 driving-reduction targets, they did not bother to consider what targets would support climate stabilization, or even what targets would support the state mandate of S-3-05, given the applicable fleet efficiency, which at that time could be taken as the fleet efficiency mandates, namely, the Low Carbon Fuel Standard (LCFS) and AB 1493. AB 1493 defines fleet miles per gallon, out to the year 2030.</p> <p>Civic San Diego Employee Parking and Parking-Policy Reform ("Solution 1")</p> <p>If Civic San Diego is like SANDAG, it provides bundled-benefit car parking for its employees. Instead, it should implement a system similar to the one described in Reference 8, for its own employees. Employee union leadership will understand the need to make progress on climate change. They may press for the "must drive bonus". This should probably be done, in any case.</p> <p>An Example of Wording for Car-Parking Policy Reform, for Section 9.2 of the SD Downtown Mobility Plan</p> <p><i>Develop a Parking Reform Implementation Plan by 2017, to include methods to mitigate unbundled cost parking, first at schools and places of employment, but to extend into all parking, in both suburban and urban areas, by 2025. The first reduced-feature, demonstration projects, which would include automated, monthly, pricing-and-payout statements, with net earnings or charge for each employee, should be implemented no later than 2018. By 2021, these reduced-feature systems should cover no less than 40% of all work-place parking that was previously bundled-cost parking. The system should eventually include instantaneous pricing to ensure availability; fully shared, anybody-can-park-anywhere parking availability with no or very-infrequent time limits; GPS-system directions to the best parking at the desired price; accurate price estimations; mailed statement features that will protect privacy; and the capability to reduce price as needed to protect low-income drivers and handicapped drivers. By 2025, 80% of all parking that was bundled-cost parking in 2015, would be covered by these systems. Parking on the property of single-family homes, apartments up to 6 units, and all individually-owned parking behind garage doors are exempt. All on-street parking is covered by this system. More detail can be seen, for one such system, at http://www.sandiego.gov/environmental-services/pdf/sustainable/parkingcosts.pdf.</i></p>	<p>DQ-53 cont.</p> <p>DQ-54 DQ-54 Comment noted. See response to comment #51.</p> <p>DQ-55 DQ-55 Comment noted. See response to comment #51.</p> <p>DQ-56 DQ-56 Comment noted. The comment expresses an opinion on using an alternative parking payment system. The comment does not raise a significant environmental issue under CEQA, and no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-57 DQ-57 Comment noted. The comment provides suggested language for Section 9.2 of the Mobility Plan. The suggested text would establish goals that apply to State (schools) or private entities (workplace). The Mobility Plan includes policies that encourage such a transition, achieving identified goals may be infeasible as the parking pricing systems used by other entities is beyond the jurisdiction of Civic San Diego. The comment does not raise a significant environmental issue under CEQA, and no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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<p>Page 16 of 19</p> <p><u>Bicycle Transportation Policy, Material Needed for Section 5 ("Solution 2")</u></p> <p>Criterion for Evaluating Proposals The criterion for spending money for bicycle transportation should be to maximize the resulting estimated reductions in driving.</p> <p>Projects Each high-volume-traffic area and each high-trip-generation location (such as an airport) should be checked to see if bicycle access could be substantially improved with either a traffic-calming project, a "complete streets" project, more shoulder width, or a project to overcome some natural or made-made obstacle. These projects should be prioritized using a cost/benefit ratio metric. These projects should be allowed to compete with any current bicycle projects planned.</p> <p>Then, projects should be selected for implementation, from the top of the list (lowest cost-to-benefit ratio) down, until the available funding is used up.</p> <p>Building recreational bike paths may also be a cost-effective expenditure. However they do send a message that bikes do not belong on the road. Only data can resolve this debate.</p> <p>Education Also competing for the bicycle money should be the "project" of bicycle education, using the League of American Bicyclists' "Traffic Skills 101" class, taught by League (this stands for the League of American Bicyclists) Certified Instructors ("LCI" Classes). To scale this program up to meaningful levels, subsidy of both the instructors and student should be considered.</p> <p>1.) Teach students about bicycle accident statistics (most serious cyclist injuries are due to accidents not involving a motor vehicle), car-bike accident statistics (most are caused by wrong-way riding and errors in intersections), and how to ride in all conditions, to minimize the likelihood of accidents. (Wrong way riding and riding on sidewalks are the most dangerous practices.)</p> <p>2.) Teach students riding-in-traffic skills and how to ride in other challenging conditions, by having the class members and instructor go out and ride in real conditions, until proficiency is achieved and demonstrated.</p> <p>Students that pass a rigorous written test and demonstrate proficiency in traffic and other challenging conditions are paid for their time and effort, to ensure that the number of students can be large enough to make a significant difference. Methods to recruit low-income adults and students should be employed but all applicants, from all ages and all walks of life, should be accepted.</p> <p>To be clear, these classes should be based on the curriculum developed by the League of American Bicyclists and taught by instructors certified by the League.</p> <p>Here is an example of how to scale up the size of the program and reach into communities that might not be able to rationalize the time and expense of taking a class. Assuming a class size of 4 riders per instructor and that each rider passes both tests and earns \$100 and that the instructor, with overhead, costs \$400 dollars, for a total of \$800 for each 4 students, means that \$10M could educate $\\$10M/\\$800 = 12,500$ classes of 4 students, for a</p>	<p>DQ-58 Comment noted. The policies and goals in Section 5 of the Mobility Plan address and encourage potential improvements to infrastructure that supports bicycle use. The comment does not raise a significant environmental issue under CEQA, and no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-59 Comment noted. The policies and goals in Section 5 of the Mobility Plan address and encourage potential improvements to infrastructure that supports bicycle use. The comment does not raise a significant environmental issue under CEQA, and no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-60 Comment noted. The comment does not raise a significant environmental issue under CEQA, and no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project..</p> <p>DQ-61 Comment noted. As outlined in the 2006 Downtown Community Plan, objectives related to bicycle movement are to:</p> <ul style="list-style-type: none"> • Develop a cohesive and attractive walking and bicycle system within Downtown that provides linkages within the area and to surrounding neighborhoods. • Develop street typology based on functional and urban design considerations emphasizing connections and linkages, pedestrian and cyclist comfort, transit movement, and compatibility with adjacent land uses. <p>Bicycle education programs may warrant further consideration by City Council; however such programs would not be considered to be bicycle infrastructure improvements as proposed by the Mobility Plan. The comment does not raise a significant environmental issue under CEQA, and no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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<p>Page 17 of 19</p> <p>total of 50,000 students, out to year 2050. For \$20M, 100,000 students could graduate. Data should be collected to verify that this is a cost-effective method of reducing VMT.</p> <p>Road-Use Fee Pricing, Material Needed in Section 8 ("Solution 3")</p> <p>Although this VMT-reducing measure is considered by most to be a state policy, as part of a municipality's efforts to achieve climate stabilization, they could lobby at their regional or the state level.</p> <p>Reference 14 shows that if members of organizations come to understand the issues of road financing, climate change, economic fairness, and economic choice, they will support good road-use pricing policies. The resolution, which was adopted by the Democratic Club of Carlsbad and Oceanside, has the following key words:</p> <p><i>THEREFORE, BE IT RESOLVED, that DEMCCO supports a road-use fee pricing and payout system that (1) would cover all road-use costs, including the environmental and health costs caused by driving; (2) could still include a fuel tax or fee; (3) would mitigate impacts on low-income users; (4) would protect privacy; (5) would include congestion pricing when that technology becomes feasible; (6) would keep the per-mile price incentive to drive energy-efficient cars at least as large as it is with today's fuel excise tax; and (7) would send its earnings to all citizens and institutions that are losing money under the current system, with the goal being to achieve a full and just compensation.</i></p> <p>Improvements to Chapter 11 ("Solution 4")</p> <p>Chapter 11 of the San Diego Downtown Mobility Plan needs to be more specific and more progressive. The obvious should be stated. For example, Bus 992 is a poor plane/train connection. Having a carcinogenic diesel train (and buses) in downtown San Diego is unacceptable, especially since our climate crisis dictates that we must phase out fossil fuel for transportation, including public transportation. An Advanced Transit Network (ATN) line needs to provide the plane/train connection. The train needs to be electrified and automated. All fare collection needs to be Radio Frequency Identification (RFID) based. Citizen should get one monthly statement for the use of electricity, water, transit, roads, and car parking. The statement would of course include earnings for road use and parking, when applicable. This system would allow citizens to park a car or get on a bus, train, or ATN vehicle without doing anything except having an account and an RFID on their person and/or car.</p> <p>For more information on ATN, you could contact Michael Boyle, who lives in San Diego and is on the Board of the <i>California Infrastructure Institute</i> (or CALII for short). Their other board members include a retired Edison VP, an electrical contractor, and USC & SDSU professors. Mr. Boyle can be contacted at mjcboyle@san.rr.com (telephone 858-481-9388 and mobile 619-846-1243).</p> <p>FINAL COMMENTS</p> <p>The <i>San Diego Downtown Mobility Plan</i> contains useful information. It needs to also explain our climate crisis and why significant reductions in driving are needed. Sections 5 (Bicycling), 8 (Transportation Demand Management), 9 (Parking), and 11 (Airports, Passenger Rail, and Good Movement) need to be amended so as to include the information presented in this letter.</p>	<p>DQ-61 cont.</p> <p>DQ-62 Comment noted.</p> <p>DQ-63 Comment noted. Bus line 992 runs between San Diego International Airport and the City College Transit Center via an efficient (short) route. The reference to this bus line is unclear. The Mobility Plan addresses the location of transit routes in downtown San Diego. Vehicles that serve these transit routes, such as diesel-fueled buses and trains, are selected and purchased following local or regional policies beyond the scope of the Mobility Plan. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project..</p> <p>DQ-64 Comment noted.</p> <p>DQ-65 Comment noted. The comment is a conclusive comment regarding previous comments which are addressed individually above. No further response required.</p>
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Page 18 of 19

Respectfully submitted,


Mike Bullock mike_bullock@earthlink.net**References**

Note: References 7 through 14 were attached in the email sent to Civic San Diego that contained this letter. All of the other references, except References 2, 4, and 5, can be viewed at the links shown in this Reference list.

- 1.) *First Update to the Climate Change Scoping Plan*, pursuant to AB 32; http://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf
- 2.) Tarbuck, E.; Lutgens, F.; *Earth Science*; Tenth Edition, published by Prentice Hall, 2003, page 539
- 3.) Vespa, M.; *Comments on Survey of CEQA Documents on Greenhouse Gas Emissions Draft Work Plan and Development of GHG Threshold of Significance for Residential and Commercial Projects*, Letter from Center for Biological Diversity to Elaine Chang, Deputy Executive Officer of Planning, Rule Development, and Area Sources of the South Coast Air Quality Management District; dated April 15, 2009. [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-10/ghg-meeting-10-cbd-comment-letter.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-10/ghg-meeting-10-cbd-comment-letter.pdf?sfvrsn=2)
- 4.) Hertsgaard, M; *Latino Climate Solution, the Nation*, Dec. 24/31, 2012
- 5.) Whitney E.; *How to Meet the Climate Crisis*, *UU World*, Volume XXVI No. 4, Winter 2012
- 6.) *Quantifying Greenhouse Gas Mitigation Measures, A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures*; August, 2010; California Air Pollution Control Officers Association
- 7.) M. Bullock & J. Stewart, *A Plan to Efficiently and Conveniently Unbundle Car Parking Costs*; Paper 2010-A-554-AWMA, from the Air and Waste Management Association's 103rd Annual Conference and Exhibition; Calgary, Canada, June 21-24, 2010; <http://www.sandiego.gov/environmental-services/pdf/sustainable/parkingcosts.pdf>
- 8.) Bullock, Mike; *Equitable and Environmentally-Sound Car Parking Policy at a Work Site*; Aug. 30, 2015; unpublished report; attached with submission of comment letter and available on request from mike_bullock@earthlink.net
- 9.) Bullock, Mike; *Equitable and Environmentally-Sound Car Parking Policy at Schools*; July 20, 2011; unpublished report; attached with submission of comment letter and available on request from mike_bullock@earthlink.net
- 10.) Shoup, Don; *The High Cost of Free Parking, Chapter 20*; Attached with submission of this comment letter and available on request from mike_bullock@earthlink.net
- 11.) *Ideas and Proposals for San Diego CAP Improvements*, December 12, 2013, based on a boiler-plate document, written by a group of San Diego activists who were working on multiple climate action plans. (Attached in the email containing this letter)

Page 19 of 19

- 12.) Democratic Club of Carlsbad and Oceanside (DEMCCO), *Funding for a Demonstration Project of an Equitable and Environmentally-Sound Car-Parking Policy*, Feb. 19, 2014
- 13.) Bullock, Mike R; *The Development of California Light-Duty Vehicle (LDV) Requirements to Support Climate Stabilization: Fleet-Emission Rates & Per-Capita Driving*, Paper 30973-AWMA, from the Air and Waste Management Association's 107th Annual Conference and Exhibition; Long Beach, CA, June 24-27, 2014; Attached with submission of comment letter and available upon request from mike_bullock@earthlink.net
- 14.) Democratic Club of Carlsbad and Oceanside (DEMCCO), *Funding for a Demonstration Project of an Equitable and Environmentally-Sound Car-Parking Policy*, Feb. 19, 2014

Letter DR

From: info@downtownsdmobility.com
Date: March 11, 2016 at 3:46:17 PM PST
To: info@downtownsdmobility.com
Subject: Comment from the Downtown San Diego Mobility Plan Website
Reply-To: info@downtownsdmobility.com

Comment Submitted by:

Name: Brittany Burson
Organization: None Given
Email: Bburs@berkeley.edu

Possibly Regarding Page:

[/app_pages/view/125](#)

Subject:

Bikes over cars, always

Comment:

name:

Brittany Burson

email:

Bburs@berkeley.edu

As a city that is focused on fitness, as a city that is already hard for a tourist to get around with public transportation, and as a city with near constant sunshine, I would like to voice my strong and favorable opinion of the bike lanes. I am 26 and my generation is moving away from the car. Downtown San Diego is emphasizing moving away from the car, and becoming more walkable. It is also flat... A rarity in San Diego for bikers!
I support the plan to turn parking spots into bike lanes, as well as expand pedestrian walkways. Thank you.

} DR-1

DR-1 This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DS

From: info@downtownsdmobility.com
Sent: Friday, March 11, 2016 11:31 AM
To: info@downtownsdmobility.com
Subject: Comment from the Downtown San Diego Mobility Plan Website

Comment Submitted by:

Name: Cory Davia
Organization: UC San Diego
Email: cdavia@ucsd.edu

Possibly Regarding Page:

/app_pages/view/125?utm_source=Voice+of+San+Diego+Master+List&utm_campaign=f9a76ced1e-Morning_Report&utm_medium=email&utm_term=0_c2357fd0a3-f9a76ced1e-84109981&goal=0_c2357fd0a3-f9a76ced1e-84109981

Subject:

mobility plan

Comment:

name:

Cory Davia

email:

cdavia@ucsd.edu

I write to register my support for the Mobility Plan. A more walkable and bikeable downtown would be great for San Diego.

} DS-1

DS-1 The comment expresses general support of the Mobility Plan and the opinions of the commentator and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DT

From: info@downtownsdmobility.com
Sent: Friday, March 11, 2016 10:37 AM
To: info@downtownsdmobility.com
Subject: Comment from the Downtown San Diego Mobility Plan Website

Comment Submitted by:

Name: Charlie Knights
Organization: Johnson & Johnson
Email: caknights2@gmail.com

Possibly Regarding Page:

[/app_pages/view/125](#)

Subject:

Mobility Plan

Comment:

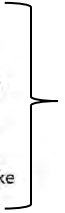
name:

Charlie Knights

email:

caknights2@gmail.com

I would like to publicly voice my support for the plan to increase bike lanes in the downtown area of San Diego. Having seen firsthand the impact a well protected and extensive bike network can have on an urban area from when I lived in NYC, the only question left to answer is how can the bike network be expanded further in San Diego. Once these new lanes are built, it will be important to have ways for cyclists riding in from other neighborhoods to safely reach the downtown network of bike lanes. Keep up the good work!



DT-1

DT-1 The comment expresses support for bicycle facilities as proposed in the Mobility Plan and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DU	
<p>The plan looks like a thorough and well documented approach. Limited view of present and future traffic demands by all types of transit as downtown grows during next 15 years. I look forward to continued opportunity to participate in plan development and implementation particularly in EV and connectivity with downtown and outlying areas including Balboa Park and Old Town.</p>	<p>DU-1 This is an introductory comment expressing support for the Mobility Plan. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p>I understand that various East Village groups are gathering in near future to consolidate concerns.</p>	<p>DU-2 Civic San Diego is implementing a shuttle system to provide free rides within the Downtown area, please refer to page 83 of the Mobility Plan, www.civicsd.com, or www.thefreeride.com for more information.</p>
<p>Last mile integration of shuttle appears to be critical to plan including reduced parking. para 6.3 does not mention shuttle.</p>	<p>DU-3 For more carpool information, call 511 and say “iCommute” or email carpool@sandag.org. For more information, see the Guaranteed Ride Home Guidelines, call 511 and say “iCommute” or email iCommute@sandag.org.</p>
<p>Some additional comments (some specific, some general, several apply to more than one place in plan)</p> <p>Para 8.1. SANDAG TeleworkSD should be highlighted in plan (appendix?) and advertised</p> <p>TDM-P-1. Car/van pool matching. Got an app for that? Tim recommendations idside match tool</p> <p>Guaranteed ride home -well marketed, readily available (app for that?)</p> <p>Does public ally designated shuttle stops compliment or compete with on demand free shuttle?</p> <p>8.3. Bike parking. Need security due to large number of thefts. Share information with developers re secure bike storage facilities. Public bike storage esp for commuters needs to be secure and shared secure I for amongst employers for same reason</p> <p>P.P.6. Use of technological advancements (parking) should be its own bullet</p> <p>P.p.9. Angled parking. Maximize use if back in parking for efficiency and safety</p> <p>P.p.11. Reorder sentence fragment to ""parking policy updates.""</p> <p>P.p.12. Broken URL please reformat to facilitate link</p> <p>9.2 ""Supplies"" or ""spaces""</p> <p>Downtown Circulator Shuttle -app for that? Drivers should also have brochure that directs riders (visitors) to connections for out of downtown transportation such as balboa park, CORONADO, la jolly, etc.</p> <p>Re EV GREEN parking - free parking for UDA, other teachers? Mechanized? Ability to coordinate with UDA drop off?</p> <p>Parkitdsd web/app should have links that will help with parking in other areas (e.g. Old town, old globe etc)</p> <p>Better advertise parkitdsd incl freeway exits and way find signs eg on the proposed dynamic message signs</p>	<p>The shuttle will stop at designated places and be available to be hailed via smartphone or on the street. Please refer to page 83 of the draft Mobility Plan, www.civicsd.com, or www.thefreeride.com for more information.</p> <p>It should be noted that Section 9.2 correctly refers to supplies, and the url listed is not broken but may be subject to pop-up restrictions. Where additional detail is requested on traffic analysis results, please refer to the Technical Report which is an appendix to the Mobility Plan. The TransNet 2015 Update (accessible via http://www.sandag.org/uploads/publicationid/publicationid_1976_19700.pdf) summarizes completions since 2013 for the SANDAG Early Action Program.</p> <p>Comments and suggestions related to text revisions in the Mobility Plan have been noted. No corrections were required with the exception of Section 9.2 where Policy P-P-11 was revised to read “Maintain a comprehensive marketing and communications strategy to inform residents, business owners, employees, and visitors of all parking policy updates” and “shoreside” was replaced with the term “landside.” No revisions to the SEIR were required. In response to the Park Street closure, C Street, just south of Broadway provides access to the Trolley Court Residential Hotel and therefore was not recommended for closure to vehicular traffic.</p>

Shared parking at residences? How would we address security?

Not sure what the pic following enhanced enforcement is intended to show

Description of short range loss/gain (4) and long range loss (731) does not consider/discuss short and long range demand (residences businesses) and does not discuss park and ride options for business, shopping, night and weekend events

ITS P.2. Recommend include opportunities to convert existing residences. Cost is high to initiate. Mobility planners can facilitate cost savings and implementation.

Re destination Lindbergh - link(s) to ongoing planning and opportunity for public feedback will be appreciated

Rail freight - need more discussion / consideration / impact / solutions re doubling to 8 trains per day

Re air freight- has consideration and incentives been considered to move some freight to brown field and Tijuana in regional plan?

Re maritime "landslide" or "shoreside"?

ARG.P 1. Suggest expand to efficient use of all regional facilities vice only a single (Lindbergh) airport

13.1. "Results indicate" details will be appreciated

Re implementation "in conjunction with" - good luck. I can't tell you how many times resurfacing has been quickly followed by digging. Maybe a third set of eyes using existing data management tools could improve coordination amongst city and developer changes

Capital improvement program "CIP" or "CIB"?

SANDAG EARLY ACTION - was that approved in 2013 per para. What has happened in 3 years since?

13.1 road diets: Is entire Promenade accommodated by diet starting at E vice C? Does diet consider Promenade all the way to Commercial?

13.1 road closure. Why is Park closure starting at E vice Broadway?

Appendix D. Link to SANDAG maps will be helpful

Education. Link to bicycle coalition training will be helpful

Link to east village bike committee will be helpful

Re app D last mile discussion. Inclusion of free shuttle in discussion will be helpful

Links to ride sharing opportunities will be helpful as well as guaranteed ride home program"

DU-3
cont.

DU-3 (cont.)

The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DV

From: Michael May <michaelmay08@gmail.com>
To: Brad Richter <richter@civicsd.com>
Cc:
Date: Fri, 11 Mar 2016 13:59:45 -0800
Subject: I strongly support the Downtown San Diego Mobility Plan
name: Michael May
email: michaelmay08@gmail.com
number: 434-227-8294

To Whom It May Concern,

My name is Michael May, and I am a newer resident of San Diego, having moved here in May of 2014. I am churning out this small essay during my lunch break to express my strong support of any development plans to reduce our reliance on cars, and increase the walkability and bicycle-friendly nature of San Diego. Cars are simply not a sustainable, clean, or social form of transportation for the future, and we need to act now so that we can see our kids & grandkids enjoying the fruit of our hard work to change a failing system. I strongly believe that this is something that will take coordinated effort and patience, but is worth the fight.

I'd like to quickly share my background, which I think is relevant to how I've formed my opinions.

I was born and raised in Charlottesville, VA, a small college town with an amazing downtown pedestrian mall that is the epicenter of a very active nightlife and arts scene for such a small city. I lived most of my young adult life in Charlottesville using buses and bicycles to get around town, and using friends' cars for more practical trips (to the store shopping, etc). Car shares like ZipCar were not available then.

After graduating from the University of Virginia with a degree in Anthropology & Foreign Affairs, I moved to Washington, DC for work. This was in 2009. From 2009 until my move to San Diego, I lived in Washington, DC, which has undergone tremendous development changes (for better and worse, depending on who you talk to). One of the better changes, I would say, was the implementation of an amazingly well-run and highly utilized bicycle share program. I lived for the 4.5 years in DC without a car, using the metro, bus, and bicycling options to get to and from work. The bicycle share program revolutionized my commute and my ability to get make short trips with little hassle. This was in a 4-season city with plenty of unpredictable weather factors.

I recognize that my pedestrian lifestyles in Charlottesville and DC were unique in America, and benefitting from my youthful age, lack of family responsibilities, and general inertia of the development plans decades before my time. I have no disabilities, no kids, and no age-related issues that made these systems inaccessible to me. However, it is short-sighted and fallacious to claim that only a certain segment of the population benefits from these changes, because in reality, most of the world does not (and has not, historically) used the automobile as the primary unit for calculating urban planning and basic land use. It is tragic that such a beautiful place as Southern California was developed around the automobile, because it has laid a very ugly landscape that is completely out of touch with the human scale, creates immense pollution and air quality issues, and is seemingly intractable. Bad development is a horrible error to contend with, but we have to do it sooner or later.

I have been to Russia & Siberia, W. Europe, India, Siberia, and Mexico. I've noticed varying degrees of pedestrian-friendly infrastructures around the world, as well as ones that have implemented highways or car-centric regions to varying degrees.

There is no place quite like Southern California in terms of being totally and completely reliant on cars, and the short-sighted profits of automakers, insurance companies, and small business associations should not be validated in this discussion. It astounds me that the Little Italy Association, which reaps immense direct and indirect profit from their wonderful farmers market (which I worked at for over a year, from Aug 2014 - Aug 2015), argues that these plans will hurt their businesses. Little Italy is pleasant for the very fact that it is walkable, that it turns into a pedestrian space, that it isn't dominated by cars. It makes me angry to see them behave in such a selfish way.

I unfortunately have to return to work. If I had more time, I would write more, and I do plan to stay involved in this community as the years come. But in essence, please understand that I strongly support the move to redevelop San Diego to be a more pedestrian and bicycle-friendly city. This place has so much potential.

Thank you,
Michael May
434-227-8294

DV-1

DV-1 This comment reflects the opinion of the reviewer and expresses general support for the Mobility Plan. This comment does not address the adequacy of the EIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DW

From: info@downtownsdmobility.com
Date: March 11, 2016 at 3:48:26 PM PST
To: info@downtownsdmobility.com
Subject: Comment from the Downtown San Diego Mobility Plan Website
Reply-To: info@downtownsdmobility.com

Comment Submitted by:

Name: Ian Newman
Organization: None Given
Email: Ian.Jared.Newman@gmail.com

Possibly Regarding Page:

<https://www.facebook.com>

Subject:

Downtown Mobility Plan Public Comment

Comment:

name:

Ian Newman

email:

Ian.Jared.Newman@gmail.com

Dear Civic San Diego,

I hope that you and Civic San Diego can make sure the Downtown Mobility Plan (DMP) gets fully enacted, helping the city of San Diego meet its Climate Action Plan and Vision Zero goals. In the wake of public comment for the DMP from the residents of city of San Diego, I strongly encourage you and the other city officials to stand your ground against the criticism of the vocal minority while keeping an open mind for amending and expanding the proposal. While many people will undoubtedly step forward with their outward support, I would like to address several issues with the proposed mobility plan.

DW-1

Specifically, in Chapter 7 Vehicular Traffic the notion of Level of Service (LOS) is discussed with regard to intersections and streets. As the state of California begins moving away from LOS, I strongly urge the city of San Diego to move away from LOS as well. Level of Service metrics has shown only the most basic of information about delay at intersections and specifically focuses on the movement of motor vehicles which promotes high-speed traversal of our city streets; there is nothing about the mobility of pedestrians or other modes of transportation. We all know speeding of motor vehicles is one of the greatest threats to keeping pedestrians and other transportation users

DW-2

DW-1 This comment reflects the opinion of the reviewer and expresses general support for the Mobility Plan. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

DW-2 Comment noted.

Letter DX

From: info@downtownsdmobility.com
Date: March 11, 2016 at 3:29:33 PM PST
To: info@downtownsdmobility.com
Subject: Comment from the Downtown San Diego Mobility Plan Website
Reply-To: info@downtownsdmobility.com

Comment Submitted by:

Name: Jose Zuniga
Organization: None
Email: jaza138@yahoo.com

Possibly Regarding Page:

/mail_forms

Subject:

Feedback

Comment:

name:

Jose Zuniga

email:

jaza138@yahoo.com

Would like to see more bike parking in the downtown area & for the buffered bike paths to have safety cones every three to five feet.

} DX-1

DX-1 The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Sent: Tuesday, March 22, 2016 8:02 AM
To: Brad Richter; Lisa Lind; Andy Pendoley
Cc: Andrew Prescott
Subject: Fwd: Comment from the Downtown San Diego Mobility Plan Website

Letter DY

Should we continue accepting public comments? Thx

Sent from my iPhone

Begin forwarded message:

From: info@downtownsdmobility.com
Date: March 22, 2016 at 6:30:51 AM PDT
To: info@downtownsdmobility.com
Subject: Comment from the Downtown San Diego Mobility Plan Website
Reply-To: info@downtownsdmobility.com

Comment Submitted by:

Name: Jan Hartigan
 Organization: 3rd Avenue Barber Shop
 Email: liveverlife@hotmail.com

Possibly Regarding Page:

/mail_forms

Subject:

Mobility Plan

Comment:

name:

Jan Hartigan

email:

liveverlife@hotmail.com

We are very concerned about the Mobility Plan and how it will affect our businesses and parking for our customers on 3rd Avenue between Market and Island. There are several businesses that "anchor" the neighborhood (3rd Avenue Barber Shop, Tabac Coffee Shop, Downtown Chiropractor, a local jewelry store and hostel. Also, there are 2 management offices for apartments in downtown. Without parking, our businesses will not survive. We did receive a letter from you but not with adequate notification to attend your February meeting.

} DY-1

DY-1 Comment noted. There is no bicycle facility proposed for the subject segment on Third Avenue and on-street parking will remain.

Letter DZ

From: info@downtownsdmobility.com
Sent: Tuesday, March 22, 2016 5:37 PM
To: info@downtownsdmobility.com
Subject: Comment from the Downtown San Diego Mobility Plan Website

Comment Submitted by:

Name: J. Louise Smith
Organization: Little Italy Resident & Tax Payer
Email: tbs2007@cox.net

Possibly Regarding Page:

[/app_pages/view/125](#)

Subject:

Downtown San Diego Mobility Plan

Comment:

name:

J. Louise Smith

email:

tbs2007@cox.net

I am a resident of Little Italy and I support the Draft Mobility Plan as proposed, especially in the Amended Draft 7. We need more protected bike lanes on the streets that are not located in high volume traffic lanes. (*Moving the bike lanes to Ash would be a very bad idea!! People driving on Ash are usually in a big hurry on their way to the airport! Trust me, they are not watching out for cyclists.)

} DZ-1
} DZ-2

I bike to and from work in the Downtown area M-F and I feel as if I am taking my life in my hands every day by using a sharrow lane. People don't pay attention, especially now with cell phones. Protected Class 4 bike lanes are welcomed!! I know I am not in the majority of those who live in Little Italy and are afraid of lost parking spaces, but I commute on a bike daily so I hope my comments will carry some or more weight. Thank you.

} DZ-3

D-1 This comment reflects the opinion of the reviewer and expresses support the Mobility Plan and protected bicycle facilities. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

DZ-2 Comment noted.

DZ-3 Comment noted.

APPENDIX C

**SUPPLEMENTAL CANDIDATE FINDINGS OF FACT FOR THE CITY COUNCIL
OF THE CITY OF SAN DIEGO CERTIFYING THE FINAL SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT FOR THE DOWNTOWN SAN DIEGO
MOBILITY PLAN**

City of San Diego

SCH 2014121002

Section 21081(a) of the California Environmental Quality Act (CEQA) and Section 15091(a) of the State CEQA Guidelines (Guidelines) require that no public agency shall approve or carry out a project for which an environmental impact report (EIR) has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out, unless such public agency makes one or more of the following findings:

- (1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effects on the environment;
- (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can or should be, adopted by that other agency; or
- (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

CEQA also requires that the findings made pursuant to Section 15091 of the CEQA Guidelines be supported by substantial evidence in the record (Section 15091(b) of the CEQA Guidelines). Under CEQA, substantial evidence means enough relevant information has been provided (and reasonable inferences from this information may be made) that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Substantial evidence must include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts (Section 15384 of the CEQA Guidelines).

The following Candidate Findings have been submitted by Civic San Diego to the City Council of the City of San Diego (“City Council”) as Candidate Findings to be made by the decision-making body. They are attached to allow readers of this report an opportunity to review the position on this matter. It is the exclusive discretion of the decision-maker certifying the EIR to determine the adequacy of the proposed Candidate Findings. It is the role of staff to independently evaluate the proposed Candidate Findings and to make a recommendation to the decision-maker regarding their legal adequacy.

I. INTRODUCTION

The purpose of this document is to supplement prior Findings of Fact (Findings) and Statement of Overriding Considerations (SOC) made March 14, 2006 in accordance with Section 15091 of the CEQA Guidelines (14 Cal. Code Regulations Sections 15000 et seq.) by the City Council and the Redevelopment Agency of the City of San Diego (“Redevelopment Agency”) (2006 Findings/SOC). The 2006 Findings/SOC adopted at the time of certification of the Final Program Environmental Impact Report (PEIR) prepared for the Downtown Community Plan, Centre City Planned District Ordinance and the 10th Amendment to the Redevelopment Plan for the Centre City Redevelopment Project (2006 PEIR).

In the 2006 Findings/SOC, the City Council/Redevelopment Agency identified all significant effects of the then proposed Downtown Community Plan, Centre City Planned District Ordinance, and the 10th Amendment to the Redevelopment Plan for the Centre City Redevelopment Project, including those effects which would not be mitigated to below a level of significance. As further required by the CEQA Guidelines, the City Council/Redevelopment Agency balanced the benefits of the proposed plans and ordinance against the identified unavoidable environmental risks (Section 15093 of the CEQA Guidelines) and adopted the SOC, which states the specific reasons why the benefits of the proposed plans and ordinance, outweigh the unavoidable adverse environmental effects of the proposed plans and ordinance, and explains that the unavoidable environmental effects are considered acceptable.

Subsequent to the adoption of the 2006 Findings/SOC, and approval of the proposed Downtown Community Plan, Centre City Planned District Ordinance, and the 10th Amendment to the Redevelopment Plan for the Centre City Redevelopment Project, the City of San Diego completed a comprehensive update of its General Plan in 2008, establishing additional goals and policies for pedestrian, bicycle, and transit mobility in its Mobility Element. Also in 2008, the State of California enacted the California Complete Streets Act. The San Diego Association of Governments (SANDAG) adopted the 2050 Regional Comprehensive Plan and Regional Transportation Plan/Sustainable Community Strategy in 2011 and San Diego Forward in 2015. The adoption of these plans and legislation has resulted in the preparation of the proposed Downtown San Diego Mobility Plan (“Mobility Plan”) and a comprehensive amendment to the Transportation Chapter for the Downtown Community Plan (proposed Project). Approval of the proposed Project would establish a master plan of policies, programs, and projects which would improve overall mobility throughout the study area and provide multi-modal connections to surrounding communities and the region’s transportation network.

These Supplemental Findings are made relative to the specific conclusions of the Final Supplemental Environmental Impact Report (FSEIR) for the proposed Project. As explained in Section 1.3 of the FSEIR, the proposed Project includes the replacement of the Transportation Chapter of the Downtown Community Plan with a new Mobility Chapter consistent with the proposed Mobility Plan. The proposed Project also calls for updated subsequent transportation-related projects that were not previously envisioned or called for in the Downtown Community Plan or evaluated in the 2006 PEIR. It was determined that

the proposed Project involved new information of substantial importance and could have one or more significant effects not discussed in the 2006 PEIR and that minor additions would be necessary to make the 2006 PEIR adequate. Therefore, the FSEIR was completed pursuant to Section 15163(a) of the CEQA Guidelines to provide an updated analysis necessary to make the 2006 PEIR adequate. Likewise, these Findings and SOC are intended to update the 2006 Findings/SOC.

The following documents are incorporated by reference: 2006 PEIR, 2006 Findings/SOC, and the FSEIR for the proposed Project.

The following Supplemental Findings are hereby adopted by the City in its capacity as the CEQA Lead Agency. The State CEQA Guidelines also require that the City Council balance the benefits of the proposed Project against the unavoidable environmental risks in determining whether to approve the proposed Project. The City Council has carefully considered the benefits of the proposed Project. The FSEIR identifies significant environmental effects which could remain significant even with the implementation of the identified mitigation measures. Therefore, the City Council hereby also adopts the SOC, which states the specific reasons why the benefits of the proposed Project, each of which standing alone, is sufficient to support approval of the proposed Project, outweigh the unavoidable adverse environmental effects of the proposed Project, and explains that the unavoidable environmental effects are considered acceptable.

II. DESCRIPTION OF THE PROPOSED PROJECT

The proposed Project includes both the adoption of a freestanding Mobility Plan and amendments to the Transportation Chapter within the Downtown Community Plan. The planning effort for the proposed Project was undertaken to address the changing priorities and needs of the multi-modal network within the urban setting, bringing forth improved connections and access for transit riders, bicyclists, and pedestrians while maintaining roadway circulation for cars and commercial vehicles. Overall, the proposed Project would provide for the development of a cohesive network of streets, improve multi-modal travel, and increase safety of pedestrians and bicyclists. The proposed Project addresses some of the new state mandates, and updates to regional and local plans focused on reduction of greenhouse gas emissions.

Details of the project description are set out in Chapter 3 of the FSEIR.

III. RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings and SOC, the Record of Proceedings for the proposed Project consists of the following documents and other evidence, at a minimum:

- The Notice of Preparation and all other public notices issued by Civic San Diego in conjunction with the proposed Project;
- The Draft SEIR;

- The FSEIR;
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft SEIR;
- All written and verbal public testimony presented during a noticed public hearing for the proposed Project at which such testimony was taken;
- The Mitigation Monitoring and Reporting Program (“MMRP”);
- The Mobility Plan and technical reports incorporated by reference to the Draft SEIR;
- The Ordinances and Resolutions adopted by the Council/Agency in connection with the proposed Project, and all documents incorporated by reference therein;
- Matters of common knowledge to the City Council, including but not limited to federal, state and local laws and regulations;
- Any documents expressly cited in these Findings and SOC; and
- Any other materials required to be in the record of proceedings by Section 21167.6(e) of CEQA.

The documents and other materials that constitute the record of proceedings upon which the City Council’s decision is based are located at the City of San Diego, 202 C Street, San Diego, CA 92101, and at Civic San Diego, 401 B Street, Fourth Floor, San Diego, CA 92101. Copies of all these documents, which constitute the record of proceedings, are and at all relevant times have been available upon request at the offices of the City Council at the above addresses. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and 14 California Code of Regulations Section 15091(e). The City Council has relied on all the documents listed above in reaching its decision on the proposed Project, even if every document was not formally presented to the City Council or City Council staff as part of the City Council files generated in connection with the proposed Project. These documents are either in the proposed Project files, reflect prior planning or legislative decisions of which the City Council was aware in approving the proposed Project, or influenced the expert advice provided to the City Council staff or consultants, who then provided advice to City Council. For that reason, these documents form part of the underlying factual basis for the City Council’s decisions relating to the adoption of the proposed Project.

IV. GENERAL FINDINGS

The City Council hereby finds as follows:

- The foregoing statements are true and correct;
- The FSEIR was completed in compliance with CEQA as a supplement to the 2006 PEIR and is intended to complement and refine said document;

- The FSEIR reflects the City Council's independent judgment;
- A MMRP has been prepared for the changes to the proposed Project, which the City Council has adopted or made a condition of approval of the proposed Project. That MMRP has been incorporated herein by reference and is considered part of the record of proceedings for the proposed Project;
- The MMRP designates responsibility and anticipated timing for the implementation of mitigation;
- In determining whether the proposed Project has a significant impact on the environment, and in adopting these Supplemental Findings pursuant to Section 21081 of CEQA, the City Council has complied with Sections 21081.5 and 21082.2 of CEQA;
- The impacts of the proposed Project have been analyzed to the extent feasible at the time of certification of the FSEIR;
- The City Council has made no decisions related to approval of the proposed Project prior to certification of the FSEIR, nor has the City Council previously committed to a definite course of action with respect to the proposed Project; and
- Copies of all the documents incorporated by reference in the FSEIR are and have been available upon request at all times at Civic San Diego, custodians of record for such documents or other materials.

V. SUMMARY OF IMPACTS

The FSEIR evaluated only those issue areas where changes were necessary to make the 2006 PEIR adequate. The FSEIR therefore included an analysis of the following: Land Use; Traffic; Air Quality; Noise; and Hydrology/Water Quality. All other issue areas remain as previously analyzed in the 2006 PEIR. The FSEIR concludes that implementation of the proposed Project would have new or substantially increased significant impacts related to Transportation and Circulation, some of which would not be mitigated to below a level of significance. Impacts to Land Use, Air Quality, Noise, and Hydrology/Water Quality were determined to be less than significant with no new impacts identified.

VI. FINDINGS OF FACT

CEQA (Public Resources Code Section 21000 *et seq.*) and the State Guidelines (14 California Code of Regulations Section 15000 *et seq.*) promulgated thereunder, require that the environmental impacts of a project be examined before a project is approved. Specifically, regarding findings, Guidelines Section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an Environmental Impact Report has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more

written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the FSEIR.
 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the FSEIR.
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.
- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- (e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.
- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The “changes or alterations” referred to in Guidelines Section 15091(a)(1) above, that are required in, or incorporated into, the project which mitigate or avoid the significant environmental effects of the project, may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

Having received, reviewed, and considered the FSEIR for the proposed Project, as well as all other information in the record of proceedings on this matter, the following Supplemental Findings are hereby adopted by the City Council in its capacity as the CEQA Lead Agency. These Supplemental Findings set forth the environmental basis for current and subsequent discretionary actions to be undertaken by the City of San Diego and responsible agencies for the implementation of the proposed Project.

For the unmitigated impacts set forth below, Supplemental Findings are made that there are no other feasible mitigation measures that would mitigate the impact to below a level of significance and that specific economic, social, technological, or other considerations make infeasible any alternatives considered in the 2006 PEIR. As described in the SOC, the City Council has determined that unmitigated impacts are acceptable because of specific overriding considerations.

A. FINDINGS REGARDING SIGNIFICANT IMPACTS MITIGATED TO BELOW A LEVEL OF SIGNIFICANCE (CEQA GUIDELINES 15091 (A)(1))

Transportation and Circulation

Environmental Impact TRF-1 (*Impacts to capacity of intersections within the Downtown study area*): As discussed in Section 4.2.3.1 of the FSEIR, the network set forth by the proposed Project would change circulation patterns, prioritize various users throughout the network, and redistribute vehicle traffic. Implementation of the proposed Project would result in 25 (out of a total 107 studied) intersections operating at an unacceptable level of service (LOS F).

Finding: Pursuant to Section 21081(a)(1) of CEQA, Section 15091(a)(1) of the State CEQA Guidelines, the City Council finds that conditions, changes or alterations have been required in, or incorporated into, the proposed Project which could reduce the significant environmental effect identified in the FSEIR.

Facts in Support of Finding: The traffic study for the FSEIR identified 11 intersections that would be significantly adversely impacted by the proposed Project for which the following mitigation measures would fully mitigate traffic impacts associated with the proposed Project at the following intersections.

- **Interstate 5 (I-5) northbound off-ramp/Brant Street and Hawthorn Street** – Signalization would be required at this intersection to mitigate direct project

impacts. A traffic signal warrant was conducted. Based upon the California Manual on Uniformed Traffic Control Devices (MUTCD), this intersection would meet the “Peak Hour” warrant.

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

Implementation of these mitigation measures would be required and would ensure that implementation of the proposed Project would mitigate impacts to these 11 intersections to below a level of significance

B. FINDING REGARDING MITIGATION THAT IS WITHIN THE RESPONSIBILITY AND JURISDICTION OF ANOTHER PUBLIC AGENCY (CEQA GUIDELINES 15091 (A)(2))

There are no changes or alterations that are within the responsibility and jurisdiction of another public agency and not the agency making the finding.

C. FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS (CEQA GUIDELINES 15091 (A)(3))

Transportation and Circulation

Environmental Impact TRF-A.1.1-1 (Impacts to capacity of intersections within the Downtown study area): As discussed under A, above, and in Section 4.2.3.1 of the FSEIR, the network set forth by the proposed Project would result in intersections operating at an unacceptable level of service (LOS F), the locations of which could not be feasibly mitigated.

Finding: Pursuant to Section 21081(a)(3) of CEQA and Section 15091(a)(3) of the State CEQA Guidelines, the City Council finds that there are no feasible mitigation measures that would mitigate the following impacts to below a level of significance and that specific economic, social, technological or other considerations make infeasible the mitigation measures identified in the FSEIR and the alternatives identified in the 2006 PEIR. As described in the SOC, the City Council has determined that this impact is acceptable because of specific overriding considerations. The impacts are considered significant and not mitigated.

Facts in Support of Finding: The traffic study for the FSEIR identified intersections that would be significantly adversely impacted by the proposed Project. Although the FSEIR identified mitigation measures that would fully mitigate the impacts to below a level of significance at these locations, these measures are considered infeasible due to policy considerations (e.g., removal of multi-modal facilities), as well as environmental, economic, and social issues relative to acquisition of additional right-of-way (see FSEIR Section 4.2.3.3 (b)). More specifically, these measures are infeasible due to the existing physical limitations of the rights-of-way. Additionally, acquisition of additional rights-of-way is not feasible in some cases because such acquisition would require demolition of existing buildings. Moreover, widening of right-of-way would promote vehicular usage, which would be inconsistent with the City's goals of shifting toward active transportation modes. The following mitigation measures would partially mitigate traffic impacts associated with the proposed Project; however, impacts at these locations would remain significant and unavoidable:

- **Front Street and Beech Street:** Convert on-street parking to a travel lane on Front Street between Cedar Street and Ash Street during the PM peak hour.
- **15th Street and F Street:** Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the "Peak Hour" warrant.

- **13th Street and G Street:** Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.
- **14th Street and G Street:** Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.
- **16th Street and G Street:** Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.
- **17th Street and G Street:** Signalization and convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.

With respect to the remaining intersections, no feasible mitigation measures are currently available that would reduce, completely or partially, the significant impact identified at each location. These intersections are built to the limits of the existing right-of-way and could not be widened because to do so would prohibit the implementation of pedestrian and/or bicycle facilities. Mitigation measures are identified in the FSEIR (see FSEIR Section 4.2.3.3 (c)) that could reduce significant impacts; however, these measures are considered infeasible due to policy considerations (e.g., removal of multi-modal facilities), as well as environmental, economic, and social issues relative to acquisition of additional right-of-way. More specifically, these measures are infeasible due to the existing physical limitations of the rights-of-way. Additionally, acquisition of additional rights-of-way is not feasible in some cases because such acquisition would require demolition of existing buildings. Moreover, widening of right-of-way would promote vehicular usage, which would be inconsistent with the City’s goals of shifting toward active transportation modes. Therefore, no feasible mitigation measures exist to reduce impacts at the following intersections and impacts would remain significant and unavoidable:

- **Pacific Highway and Laurel Street**
- **First Avenue and Beech Street**
- **16th Street and C Street**
- **Front Street and Broadway**
- **First Avenue and Broadway**
- **Eleventh Avenue and Broadway**
- **16th Street and F Street**
- **Eleventh Avenue and Market Street**

Reference: FSEIR Section 4.2

VII. FINDINGS REGARDING ALTERNATIVES

In accordance with Section 15126.6(a) of the CEQA Guidelines, an EIR must contain a discussion of “a range of reasonable alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” Section 15126.6(f) further states that “the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.” As no new environmental issue was found in the FSEIR analysis to be significant, no new alternative analysis is warranted. As such, the infeasibility findings regarding alternatives from the 2006 PEIR are incorporated by reference.

The objectives of the proposed Project are the same as the 2006 PEIR, as follows:

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

Because the proposed Project would cause unavoidable significant traffic impacts, the City Council must consider the feasibility of any environmentally superior alternative to the proposed Project, evaluating whether these alternatives could avoid or substantially lessen the unavoidable significant environmental effects while achieving most of the objectives of the proposed Project. The analysis of alternatives within the 2006 PEIR remains applicable to the proposed Project.

The 2006 PEIR considered the No Project Alternative, which evaluated the scenario in which the Downtown Community Plan would not be implemented as proposed at that time. The proposed Project supplements the Downtown Community Plan through the adoption of a Mobility Element of the Downtown Community Plan. Traffic impacts would not be reduced under the No Project Alternative. Specifically, as addressed in the 2006 PEIR, potential traffic impacts associated with the eight study area intersections where no feasible mitigation is available, would likewise remain significant and unavoidable.

VIII. ENVIRONMENTAL ISSUES DETERMINED NOT TO BE SIGNIFICANT

The environmental analysis contained in the FSEIR for land use, air quality, noise, and water quality had a “less than significant impact.” The environmental analysis within the 2006 PEIR of all other environmental issue areas, including growth inducement, remain applicable to the proposed Project. The FSEIR includes all previously identified mitigation that would be necessary to carry forward under the proposed Project to maintain the same conclusions concerning the significance of impacts with mitigation incorporated as the 2006 PEIR. Any new feasible mitigation measures that could be utilized to avoid or minimize the proposed Project’s significant environmental impacts, or where previous mitigation measures are proposed for modification, are summarized in FSEIR Chapter 6, Mitigation Monitoring and Reporting Program.

IX. FINDINGS REGARDING SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the CEQA Guidelines indicates that “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.” The State CEQA Guidelines also indicate that that “irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.” This Finding remains the same as the 2006 PEIR. The proposed Project would not have any significant irreversible impacts on biological, agricultural or mineral resources, as the Downtown area is already substantially developed in an urban state and such resources are not significantly located in the area.

X. FINDINGS REGARDING OTHER CEQA CONSIDERATIONS

The City of San Diego is the “Lead Agency” for the proposed Project evaluated in the FSEIR. The City Council finds that the Draft SEIR and the FSEIR were prepared in compliance with CEQA and the CEQA Guidelines. The City Council finds that it has independently reviewed and analyzed the Draft SEIR and FSEIR for the proposed Project, that the Draft SEIR which was circulated for public review reflected its independent judgment, and that the FSEIR reflects the independent judgment of the City Council. The Notice of Preparation of the Draft SEIR was published on December 2, 2014. It requested that responsible agencies respond as to the scope and content of the environmental information germane to that agency’s specific responsibilities. The public review period for the Draft SEIR began on January 25, 2016 and the Draft SEIR was available for public review on that date. A Notice of Availability of Draft SEIR was filed with the County Recorder/County Clerk on January 25, 2016 and a Notice of Completion of Draft SEIR was submitted to the State Clearinghouse on January 25, 2016. The 45-day public review and comment period ended on March 10, 2016. The Draft SEIR was available for public review at that time. On April 28, 2016, Civic San Diego distributed the FSEIR and provided proposed written responses to the responsible agencies. This was at least fourteen calendar days prior to certification of the FSEIR.

The City Council finds that the FSEIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the proposed Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft SEIR. The FSEIR was prepared after the review period and responds to comments made during the public review period. Civic San Diego evaluated comments on environmental issues received from persons who reviewed the Draft SEIR. In accordance with CEQA, Civic San Diego prepared written responses describing the disposition of significant environmental issues raised. The FSEIR provides adequate, good faith and reasoned responses to the comments. The City Council reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft SEIR. The City Council, as lead agency, has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings, concerning the environmental impacts identified and analyzed in the FSEIR.

All of the significant environmental impacts of the proposed Project were identified in the text and summary of the FSEIR. The mitigation measures which have been identified for the proposed Project were identified in the text and summary of the FSEIR. The final mitigation measures are described in the MMRP, contained in the FSEIR. Each of the mitigation measures identified in the MMRP, contained in FSEIR, is incorporated into the proposed Project. The City Council finds that the impacts of the proposed Project have been mitigated to the extent feasible by the mitigation measures described in the FSEIR and identified in the MMRP.

Textual refinements and errata were compiled and presented to the decision-makers for review and consideration. Civic San Diego staff has made every effort to notify the decision-makers and the interested public/agencies of each textual change in the various documents associated with the review of the proposed Project. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents will require clarifications and corrections. Second, textual clarifications and revisions to select graphics were necessitated in order to describe refinements suggested as part of the public participation process. Additionally, the responses to the comments on the Draft SEIR, which are contained in the FSEIR, clarify and amplify the analysis in the Draft SEIR. Having reviewed the information contained in the Draft SEIR and FSEIR and in the administrative record as well as the requirements of CEQA, and the State CEQA Guidelines regarding recirculation of Draft EIRs, and having analyzed the changes in the Draft SEIR which have occurred since the close of the public review period, the City Council finds that there is no new significant information in the FSEIR and finds that recirculation of the Draft SEIR is not required.

The City Council finds that the FSEIR was presented to the City Council, and that the City Council reviewed and considered the information contained in the FSEIR prior to taking action on the proposed Project and certification of the FSEIR. CEQA requires the lead agency approving a project to adopt a MMRP for the changes to the project which it has

adopted or made a condition of project approval in order to ensure compliance with project implementation. The MMRP included in the SEIR as certified by the City Council serves that function. The MMRP includes all of the mitigation measures identified in the FEIR and has been designed to ensure compliance during implementation of the proposed Project. In accordance with CEQA, the MMRP provides the measures to ensure that the mitigation measures are fully enforceable.

The City Council is certifying a FSEIR for, and is approving and adopting Findings for, the entirety of the actions described in these Findings and in the FSEIR as comprising the proposed Project.

It is contemplated that there may be a variety of actions undertaken by other state and local agencies (who might be referred to as “responsible agencies” under CEQA). Because the City Council is the lead agency for the proposed Project, the FSEIR along with the 2006 PEIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other state and local agencies to carry out the proposed Project.

**STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE CITY COUNCIL OF
THE CITY OF SAN DIEGO CERTIFYING THE FINAL SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT FOR THE DOWNTOWN SAN DIEGO
MOBILITY PLAN**

The City Council of the City of San Diego (“City Council) adopts and makes this Statement of Overriding Considerations (SOC) concerning the unavoidable significant impacts of implementing the Final Supplemental Environmental Impact Report (FSEIR) for the proposed Downtown San Diego Mobility Plan (“Mobility Plan”) and replacement of the Downtown Community Plan Transportation Chapter with a new Mobility Element (proposed Project). Unavoidable significant impacts associated with transportation and circulation have been identified in the FSEIR and the Supplemental Findings made by the City Council in connection with the FSEIR, all of which are incorporated into SOC by this reference. Additionally incorporated by reference are the 2006 PEIR and associated Findings and SOC for the 2006 project which included the Downtown Community Plan, Centre City Planned District Ordinance, and the 10th Amendment to the Center City Redevelopment Project (2006 Plan).

The proposed Project is limited to the rights-of-way within the Downtown Community Plan area, with consideration of and connections to neighboring communities. Like the 2006 Plan, the proposed Project will bring substantial benefits to the City of San Diego and the Downtown study area. These benefits include strengthening Downtown’s role as the regional residential, administrative, commercial, and cultural center for the metropolitan area; accommodating in an urban environment a significant portion of the growth expected in the San Diego region over the coming years; ensuring that intense development is complemented with livability through strategies such as the development of new parks and Neighborhood Centers; advancing Downtown’s position as the regional economic and employment center, by ensuring availability of employment land, development of regional destinations, and creation of jobs easily accessed via transit, bicycle or on foot; creating walkable neighborhoods Downtown with a mix of uses and easy access to open space, transit, shops, services, amenities, and cultural attractions; and connecting Downtown’s neighborhoods to the waterfront with new streets and view corridors, reestablishing Balboa Park’s relationship to Downtown, and integrating Downtown with the surrounding neighborhoods.

The City Council finds that the proposed Project’s unavoidable significant impacts are acceptable in light of the proposed Project’s benefits. Each benefit set forth below constitutes an overriding consideration warranting approval of the proposed Project, independent of the other benefits and despite each and every unavoidable impact. The SOC adopted in 2006 continues to represent the same beneficial outcome of implementing the proposed Project and are supplemented below relative to the proposed Project.

Project’s Benefits:

1. The 2006 Plan provided a benefit to develop Downtown as the primary urban center for the region. One of the foundational conclusions reached by the Steering Committee during its three-year process was that Downtown should be developed as

a vibrant, urban center for the region. The 1992 Community Plan had some of the same goals as the 2006 Plan and the proposed Project; however, the 1992 Community Plan lacked the mandate for intense development which promoted a lively, 24-hour Downtown environment while at the same time balancing residential, commercial and recreational uses. The 2006 Plan re-focused the residential development efforts on specific, comprehensive neighborhood centers including shops, services, employment and recreational opportunities, open spaces and transit facilities; all of which would be located within walking distance of the residential developments.

The proposed Project further enhances this benefit by assuring that residential, commercial, and recreation areas will balance and complement the neighborhoods connected by pedestrian and bicycle friendly routes. The proposed Project coordinates mobility-related facilities to ensure additional safety through the design of facilities as well as efficient and on-going uses of the available land as designated in the 2006 Plan. The proposed Project represents a transportation network that supports community health and well-being, promotes a strong economy, and also builds social capital.

2. The 2006 Plan provided a benefit to maximize employment opportunities within the Downtown area. The Steering Committee, at that time, determined that Downtown should be the region's premier employment center. To ensure this goal would be achieved, the 2006 Plan required the development of employment-generating uses over a large part of the core area, and also incentivized retail and other commercial uses throughout Downtown that would add to employment opportunities.

The proposed Project further enhances this benefit to transit facilities located throughout Downtown and will make it easier for employers to attract and retain a workforce from within the Downtown neighborhoods and accommodates an array of transportation options.

3. The 2006 Plan provided a benefit to develop full-service, walkable neighborhoods linked to the assets Downtown offers. The 2006 Plan recognized that parts of Downtown are already characterized by built-out neighborhoods, while others areas were just beginning to undergo the transformation. Under the 2006 Plan all neighborhoods in the Downtown area would be designed to require no more than a 10-minute walk from one end (or side) of the district to the other. All neighborhoods would have residential units, retail, employment opportunities, civic or cultural resources, open spaces and local services components.

The proposed Project further enhances this benefit through coordination of transit opportunities throughout these full-service neighborhoods, and implementing circulation routes that will protect pedestrian and bicycle activity while allowing for ease of movement between points of interest.

4. The 2006 Plan provided a benefit to implementing a coordinated, efficient system of vehicular, transit, bicycle and pedestrian traffic. The 2006 Plan recognized that the

existing grid system of streets is practical and functional. However, as part of the emphasis on developed Neighborhood Centers, and easy pedestrian connectivity between them, the 2006 Plan included several physical changes that would help define the neighborhoods and reinforce the intended uses of the retail, commercial services development allowed by the Plan.

The proposed Project further enhances this benefit through design guidelines and implementation mechanisms for streetscape enhancements for each type of corridor. The vision for the Mobility Plan in the Downtown area is an integrated transportation network of greenways, sidewalks, bikeways, transit services, roadways and freeways that provides for the safety of all travelers—including the elderly, youth and disabled—both within Downtown and to surrounding communities. It is a transportation network that provides convenient access to valuable community resources such as employment centers, parks and the waterfront, cultural and entertainment attractions, and civic uses. The proposed Project also provides a benefit in supporting the goals and policies for the City of San Diego Climate Action Plan, which recognizes the importance of coordinated land use and transportation planning, acknowledging that community design factors into transportation choices.

5. The proposed Project helps implement the City's Climate Action Plan by promoting facilities increasing the mode share for bicycling, walking, and transit within Transit Priority Areas within the Downtown community.