

5.0 Significant Unavoidable Environmental Effects/Significant Irreversible Environmental Changes

CEQA Guidelines Section 15126.2 (b) and (c) 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 EIR.

5.1 Significant Environmental Effects Which Cannot Be Avoided if the Project Is Implemented

In accordance with CEQA Guidelines Section 15126.2 (b) 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. For the project, impacts related to land use, historical resources, visual effects and neighborhood character, and noise would remain significant unavoidable effects of project development. Sections 4.1, 4.2, 4.3, and 4.12 of this EIR provide more detail about the nature and extent of impacts related to the project. All other significant impacts identified in Section 4, Environmental Analysis, of this EIR as resulting from project implementation can be reduced to below a level of significance with the mitigation measures identified in Section 4 and in the MMRP contained within Section 10 of this EIR.

5.2 Irreversible Environmental Changes Which Would Result if the Project Is Implemented

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. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

5.0 Significant Unavoidable Environmental Effects/Significant Irreversible Environmental Changes

Non-renewable resources generally include biological habitat, agricultural land, historical and paleontological resources, mineral deposits, water bodies, and some energy sources. As evaluated in Sections 4.2, 4.6, 4.11, 4.13, 4.16, and Section 8, Effects Found Not to be Significant of this EIR, implementation of the project would not result in significant irreversible impacts to historical (archaeological), biological, paleontological, water, agricultural, or mineral resources. Implementation of the project would irreversibly impact historical resources (built environment) associated with the Balboa Park Historic District as discussed in Section 4.2. In addition, the project would require the irreversible consumption of natural resources and energy.

Natural resource consumption would include lumber and other forest products, sand and gravel, asphalt, steel, copper, other metals, and water. Building materials, while perhaps recyclable in part at some long-term future date, would for practical purposes be considered permanently consumed. Energy derived from non-renewable sources, such as fossil and nuclear fuels, would be consumed during construction and operational lighting, heating, cooling, and transportation uses.

To minimize the use of energy, water, and other natural resources, the project would incorporate sustainable practices into the site, such as drought-resistant landscaping where feasible and water conservation features such as low-flush toilets, low-flow faucets, and timers on irrigation sprinklers to reduce water demands. As described in Sections 4.7 and 4.15 of this EIR, design considerations aimed at improving energy efficiency and reducing water use have been incorporated into the project design and may serve to reduce irreversible water, energy, and building materials consumption associated with construction and occupation of the project.

6.0 Growth Inducement

CEQA Guidelines Section 15126.2(d) requires that an EIR:

Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (for example, a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population might tax existing community services facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

The City's Significance Determination Thresholds provide further guidance to determine potential significance for growth inducement. Based on the Thresholds, a significant impact could occur if a project would:

induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). Accelerated growth may further strain existing community facilities or encourage activities that could significantly affect the surrounding environment.

According to the City's Significance Determination Thresholds, growth inducement "is usually associated with those projects that foster economic or population growth, or the construction of additional housing, either directly or indirectly which may result in the construction of major and new infrastructure facilities. Also, a change in land use policy or projects that provide economic stimulus, such as industrial or commercial uses, may induce growth." In addition, the Thresholds state that "the analysis must avoid speculation and focus on probable growth patterns or projects" (City of San Diego 2011a).

6.1 Project Effects on Growth

Since the project only involves improvements within Balboa Park, there are no elements associated with an increase in population or the provision or need for additional housing.

6.0 Growth Inducement

In addition, the project would serve existing and future residents but does not contain any new elements, such as commercial or industrial uses, that would stimulate economic growth which would in turn induce population growth. While the proposed improvements are intended to enhance recreational use of Balboa Park, they would not remove any existing obstacles to growth. As a result, the project would not tax existing community services facilities, requiring construction of new facilities that could cause significant environmental effects. For these reasons, the project would not be growth inducing.

7.0 Cumulative Impacts

Section 15130(a) of the State CEQA Guidelines requires a discussion of cumulative impacts of a project “when the project’s incremental effect is cumulatively considerable.” Cumulatively considerable, as defined in Section 15065(a)(3), “means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” According to Section 15130(b) of the CEQA Guidelines, the discussion of cumulative effects “need not be provided as great detail as is provided the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness.”

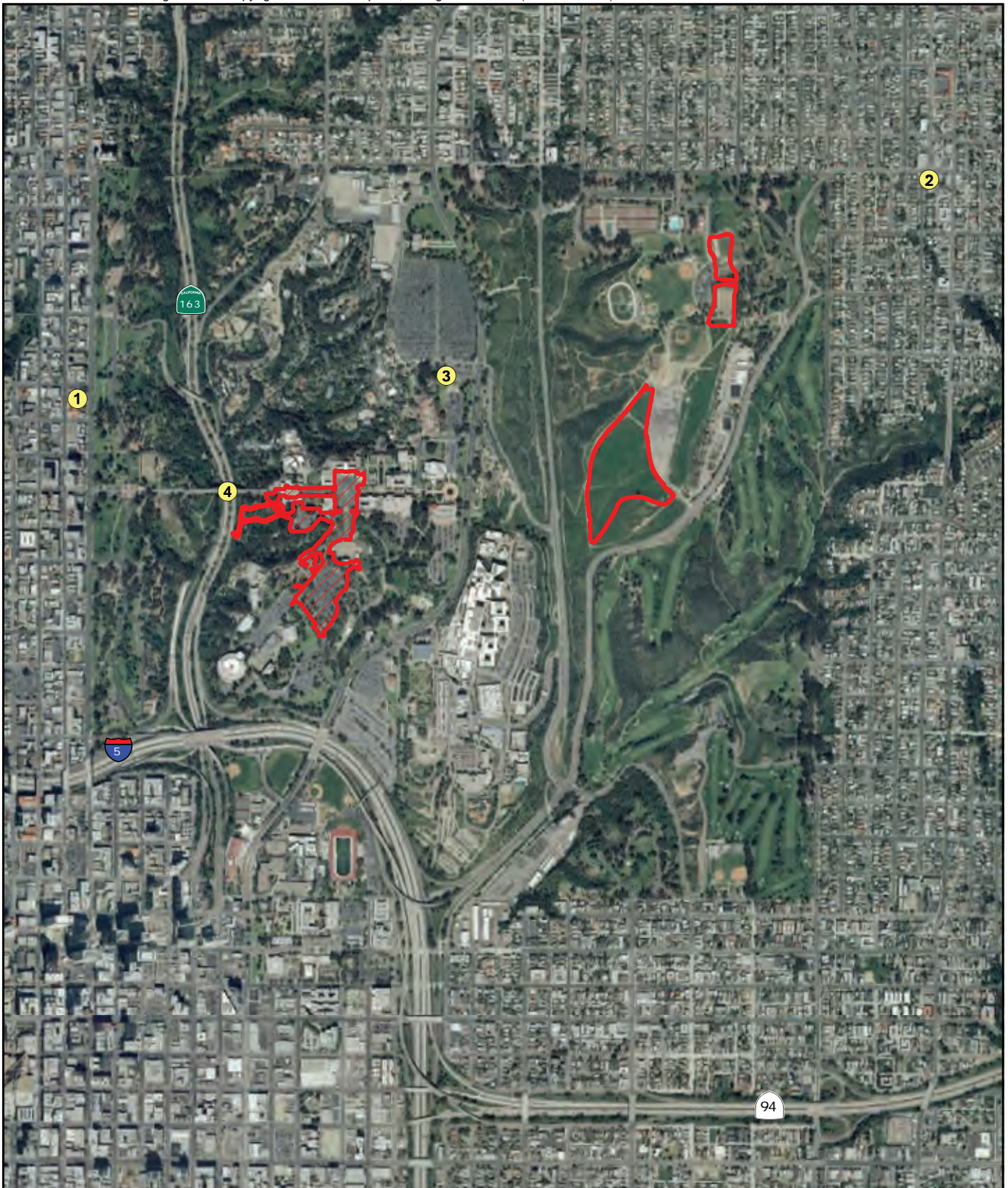
According to Section 15130(b)(1) of the CEQA Guidelines, the discussion of cumulative effects is to be based on either (a) a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those impacts outside the control of the agency, or (b) a summary of projections contained in an adopted plan or related planning document that describes or evaluates conditions contributing to the cumulative effect.

The basis of and geographic area for the analysis of cumulative impacts is dependent on the nature of the issue. For this analysis, where evaluation of potential cumulative impacts are localized (e.g., noise, traffic, visual quality, biological, and historical resources, and public utilities), a list of projects was employed. For potential cumulative impacts that are more regional in scope (e.g., air quality and global warming), planning documents were used in the analysis.

List of Projects Considered for Cumulative Analysis

Five projects (Figure 7-1) have been identified for consideration in this cumulative effects analysis—St. Paul’s Cathedral and Residences, Upas Street Jack-in-the-Box, Park Boulevard Promenade, and the Laurel Street (Cabrillo) Bridge Overcrossing Seismic Retrofit/Rehabilitation and Up-lighting projects.

The St. Paul’s Cathedral and Residences project went to City Council, was revised, and approved on November 8, 2011. The project, as approved, includes renovation of existing Cathedral facilities and the development of mixed-used residential, office, and retail buildings. The project site contains a total of 1.76 acres just east of Balboa Park and bounded by Fifth Avenue on the west, Sixth Avenue on the east, Nutmeg Street on the south, and Olive Street on the north. A total of 110 dwelling units, 20,027 square feet of office space, and 6,109 square feet of retail/restaurant space in two high-rise mixed use residential buildings will be constructed on the project site. The project also includes three levels of below-grade parking and extensive landscaping along Sixth Avenue



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Project Area

Off-site Project Components

Cumulative Projects

- ① St. Paul's Cathedral and Residences Project
- ② Upas Street Jack-In-The-Box Project
- ③ The Park Boulevard Promenade Project
- ④ Laurel St Bridge Overcrossing Seismic Retrofit/Rehabilitation and Lighting

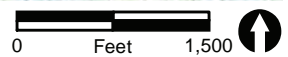


FIGURE 7-1
Cumulative Projects

adjacent to Balboa Park. The project approval included the following discretionary actions: SDP, Neighborhood Development Permit, Tentative Map, and deviations from the San Diego Municipal Code.

The Upas Street Jack-in-the-Box project is a proposed redevelopment of the existing 1,944 square feet of the fast food restaurant to a 2,491-square-foot restaurant located at the intersection of Upas Street and Dale Street south of 30th Street.

The Park Boulevard Promenade project involves the San Diego Zoological Gardens expansion, the proposed San Diego Zoo employee parking lot, and the proposed Park Boulevard Promenade. The project consists of amendments to the Balboa Park Master Plan and Central Mesa Precise Plan, San Diego Zoo leasehold revisions, provision of public parking spaces, provision of parking for San Diego Zoo employees and storm water and sewer infrastructure improvements.

Caltrans plans to undertake the **Laurel Street (Cabrillo) Bridge Overcrossing Seismic Retrofit/Rehabilitation** project which involves the retrofit and rehabilitation of the bridge to address current seismic vulnerabilities and unsound concrete. The project site is located within Balboa Park where the east-west bridge spans Cabrillo Canyon and SR-163, a four-lane freeway. Cabrillo Bridge, which is listed as a National Historic Landmark, provides access to Balboa Park and links travel to Sixth Avenue. The rehabilitation work would include removing and replacing unsound concrete and steel reinforcements along the length of the bridge. Curbs and sidewalks removed during the construction process would be reconstructed to match the original construction. Landscaped areas disturbed by construction within the Caltrans right-of-way would be replaced in accordance with the SR-163 Management Plan. A categorical exemption has been completed and the project has been approved. The work is scheduled to begin in June 2013 and would last for 13 months.

Concurrent with the Laurel Street (Cabrillo) Bridge Overcrossing Seismic Retrofit/Rehabilitation project, Caltrans has proposed the **Laurel Street (Cabrillo) Bridge Lighting** project which would install up-lighting for the columns and abutments. The project would include the installation of 18 canister-type light standards (below grade) with a low voltage “soft” hue light at each column. The light would be directed up the column and allowed to light the under structure of the bridge. It is anticipated that the lighting would operate at the same time as other lighted structures in Balboa Park. The work would be coordinated with the Cabrillo Bridge Retrofit project and it is anticipated that both projects would have the same timeframe, utilize the same access road and staging area, and be completed prior to the 2015 Centennial.

As discussed in Section 3.9.2, the construction access road which would be used during construction of Caltrans’ retrofit and up-lighting projects would also be used by the Balboa Park Plaza de Panama project. The construction access route would follow existing dirt trails along the bottom of the canyon and would access directly from

SR-163. By utilizing the existing dirt trails, the Caltrans project would not cause disturbance to vegetation within the Cabrillo Canyon.

Plans Considered for Cumulative Effects Analysis

This cumulative analysis relies on regional planning documents and associated CEQA documents to serve as the basis for the analysis of the broader, regional cumulative effects of the project, such as air quality, and global warming. The regional planning documents used in this analysis include: the SDAPCD RAQS and City of San Diego General Plan and EIR. These plans are discussed in the Environmental Setting, Section 2.4, and/or the Environmental Impact Analysis, Section 4.0, of this EIR, and are incorporated by reference in the appropriate sections of the cumulative analysis below.

7.1 Land Use

As a general rule, and as stated in the City's Significance Determination Thresholds for land use, projects that are consistent and compatible with surrounding land uses and the applicable community plan should not result in land use impacts. The City's Significance Determination Thresholds for land use further state that project inconsistency with a plan or land use regulation does not by itself constitute a significant environmental impact. The plan inconsistency would have to result in or relate to a significant environmental (i.e., physical) impact in order to be considered significant pursuant to the City's guidelines and CEQA.

The project is seeking amendments to the BPMP and CMPP to alter the planned circulation and parking called for in these plans. In addition, an SDP is required to implement the project design components which include a new Centennial Bridge and Road, a new parking structure at the Organ Pavilion parking lot with a rooftop park, a redesigned Alcazar parking lot, and redesign of the Plaza de California, El Prado, Plaza de Panama, and the Mall as exclusive pedestrian areas.

Past projects have contributed, and planned/future projects would contribute, to localized and regional effects on air quality, greenhouse gases, biological, paleontological, and historical (archaeological) resources, as well as traffic, drainage, water quality, and solid waste disposal. The project's direct contribution to these cumulative effects are evaluated in Section 4.0 which concludes that these direct impacts would be fully mitigated, and therefore the project would not contribute to cumulative impacts associated with these issues. Thus, as the project would not have physical impacts with respect to these issues, cumulative land use effects would be less than significant.

As identified in Section 4.0, the project would result in significant unmitigated impacts associated with historical resources, visual quality, and construction noise. This analysis

takes into consideration the individual discussion in 7.2 (Historical Resources), 7.3 (Visual Effects and Neighborhood Character), and 7.12 (Noise).

With respect to historical resources, any significant direct impacts to historical resources are also considered cumulatively significant because historical resources are non-renewable; meaning that any direct impact would contribute to a cumulative loss of these limited regional resources. Thus, the project impacts to historical resources in conjunction with the projects listed above, as well as others in the region would be cumulatively considerable.

As discussed in Section 7.3, although the project would have a significant and unmitigated impact with respect to visual quality (architectural style), this would not be a cumulatively significant impact because of the specific location and nature of the Centennial Bridge's impacts. Specifically, the visual impacts associated with the Centennial Bridge are limited to the Park; whereas any visual impacts caused by the cumulative projects outside of Balboa Park would remain external to the Park.

Section 7.12 discusses construction noise; which would cause both direct and cumulative impacts that are significant and unmitigable because two of the cumulative projects are within the same vicinity as the project, and would have overlapping construction schedules.

Since the proposed plan amendments would relate to significant cumulative historical resource and noise impacts, it is concluded that land use impacts would be cumulatively significant.

7.2 Historical Resources

7.2.1 Built Environment

Historical resources are non-renewable. As such, direct impact would contribute to a cumulative loss of these resources. As addressed in Section 4.2 of this EIR, the project site is located within an NHL and the Centennial Bridge would conflict with SOI Rehabilitation Standards 2 and 9. These are considered significant and unmitigated impacts. Because of this significant, direct, and unmitigable impact to historical resources, the project would also be considered to have a significant cumulative impact. No mitigation is available to mitigate this impact to below a level of significance.

7.2.2 Archaeological Resources

Archaeological resources are important for prehistoric or historic information that may be recovered. Construction of the project has the potential to impact unknown subsurface

cultural resources. Implementation of mitigation measure **HR-1** outlined in Section 4.2 would reduce potential impacts to unknown archaeological resources to below a level of significance. Furthermore, implementation of these required mitigation measures would reduce the potential cumulative loss of important archaeological resources to below a level of significance.

7.3 Visual Effects and Neighborhood Character

Section 4.3 of the EIR analyzes potential impacts to the two major view corridors within the project area from eight KVPs. The improvements proposed as part of the project were found to have less than significant impacts relative to three of the KVPs and a fourth KVP, looking east across Cabrillo Canyon from the West Mesa would be less significant given that the landscape plan calls for the replacement of trees that would be damaged or removed during construction, thereby screening the Centennial Bridge. Other KVP from which the Centennial Bridge would be at least partially visible are not significant viewing locations and, therefore, impacts would be less than significant.

The project would not contribute to an incremental cumulative effect because of the specific localized nature of public viewsheds and the fact that the other cumulative projects are located external to Balboa Park. The exceptions to this are the two Caltrans projects which include seismic retrofits/lighting improvements to the Cabrillo Bridge. However, neither of these projects would permanently alter the appearance of the Cabrillo Bridge nor impact the view corridors that they have in common with the project. Therefore, cumulative impacts associated with public views would be less than significant.

As described in Section 4.3, the Centennial Bridge would introduce a modern architectural element in a historical setting and, therefore, would result in a significant impact on the visual relationship of the Cabrillo Bridge and the California Quadrangle. While this would be a significant direct impact that cannot be mitigated, the project would not, in conjunction with other cumulative projects, cause a significant cumulative impact because of the specific nature and type of impact (i.e., there are no impacts to bridges or buildings comparable to the Cabrillo Bridge or California Quadrangle building within the cumulative study area). In addition, following the Cabrillo Bridge retrofit project, visible portions of the bridge, including curbs, railings, and sidewalks, would be reconstructed to match the original construction. Therefore, the project would not contribute to an additional incremental impact relative to incompatible architectural style.

The proposed volume of earthwork would exceed the City's threshold of 2,000 cubic yards of earth per graded acre; however, the existing landform condition has already been substantially altered to accommodate the existing on-site land use and circulation patterns. Much of the project grading occurs in isolated locations for various

improvements throughout the site, and where feasible blends with the natural landform. The project would not include mass terracing of natural slopes. Most of the grading on the site is in the form of excavation for the subterranean parking structure. None of the five cumulative projects propose extensive grading of natural landforms. Therefore, the project would not contribute to significant cumulative impacts to existing landforms.

7.4 Transportation/Circulation and Parking

As discussed in Section 4.4, Transportation/Circulation and Parking, the project would not cause an increase in volumes or distribution of traffic on external streets. There would be one internal intersection within the project area that would require mitigation in order to reduce the impact to less than significant. However, this impact is an internal one that does not affect surrounding roadways. Traffic flow on internal streets would be improved, and existing pedestrian/vehicular conflicts would be reduced with the implementation of the proposed improvements. The project would result in a net increase of parking within the Central Mesa. Considering recent development and the potential for other new development in the area, cumulative traffic, circulation, parking and traffic hazard impacts would be less than significant.

7.5 Air Quality

Project construction would result in less than significant emissions and project design features, including standard fugitive dust (PM_{10}) control measures, would reduce the project's incremental contribution to cumulative air quality impacts to below a level of significance. The other cumulative projects listed above would be required to implement similar measures to control emissions, including PM_{10} .

As discussed under direct impacts (Section 4.5.3), the project would be consistent with the land use designations in the General Plan and growth assumptions in the RAQS. Additionally, the project would result in a reconfiguration of, but not an increase in, motor vehicle use within the Park. Therefore, the project would not conflict with the RAQS, the regional plan for addressing air quality within the SDAB, and would not contribute to a cumulative impact associated with the RAQS. Thus, the project's incremental increase in emissions would not be cumulatively significant.

7.6 Biological Resources

As discussed in Section 4.6, Biological Resources, the project would potentially not result in direct impacts to biological resources but the potential impacts would be reduced to less than significant by proposed mitigation. The project would implement

mitigation measure **BR-1** in order to ensure that construction ~~does~~would not result in direct or indirect impacts to protected nesting raptors or other species protected by the MBTA. Implementation of mitigation measure **LU-1** for MHPA Adjacency would reduce indirect impacts associated with the adjacent Florida Canyon MHPA, including indirect coastal California gnatcatcher impacts, to less than significant. The other cumulative projects would be required to implement similar mitigation should they have the potential to impact the MHPA, nesting raptors, or MBTA protected species. Therefore, the project would not contribute to a significant cumulative impact.

7.7 Energy

Development of the project would entail consumption of energy resources during both construction and operation. Together with cumulative projects, there is a potential for significant impacts to energy supplies. As described in Section 4.7, the project incorporates several sustainable site design elements to ensure that it does not result in the consumption of excessive amounts of energy. As such, the project's contribution to energy demands would not be cumulatively considerable. Sustainable design that would be incorporated into the project to reduce the project's overall demand for energy is identified in Section 4.9.3.1 and includes installation of energy and water efficient lighting and irrigation systems. In addition, the parking structure was designed such that it is naturally ventilated without the need for mechanical equipment and has access to natural lighting during the day. These measures would reduce the project's contribution to cumulative energy impacts to below a level of significant.

7.8 Geologic Conditions

The project, as with all other projects in the vicinity, would follow standard construction practices and engineering codes to ensure that no geologic impacts would result from project development. In addition, conformance to building construction standards for seismic safety with the Uniform Building Code would assure that new structures would be able to withstand anticipated seismic events within the City. Therefore, implementation of the project and associated future development in the subregion would not contribute to cumulative impacts related to geologic conditions.

7.9 Greenhouse Gas Emissions

Global climate change is, by its nature, a cumulative issue. Section 4.9 of this EIR provides a detailed assessment of the project in relation to GHG emissions and compares it to the City's screening criteria. Construction and operation of the project would result in GHG emissions that are well below the City's screening criteria and,

therefore, would not contribute to significant impacts with respect to GHG. As described above under energy, the project incorporates measures to reduce energy and water use, thereby reducing its contributions to GHG.

7.10 Public Health and Safety/Hazardous Materials

Applicable federal, state, and local regulations shall be adhered to during demolition for this and any other projects. In addition, the proposed changes in circulation have been reviewed by the Fire Department and were determined not to result in an increase in response times or present a constraint to fire/emergency response to the project area. Therefore, implementation of these requirements would avoid potentially significant cumulative impacts.

7.11 Hydrology

As discussed in Section 4.11 of this EIR, Hydrology, the project would not substantially or adversely impact existing drainage patterns, increase runoff, or create flood hazards on-site or downstream. The project would use hydromodification management design features to reduce the increase to pre-project conditions and would verify the capacity of the downstream storm drain system for the 100-year storm event. The project would also include LID IMPs and Treatment Control BMPs that would further reduce/slow runoff for post-project conditions. These engineering practices and BMPs of the project have been designed to preclude potential hydrology impacts, including those resulting from drainage into the San Diego Bay and Shoreline. The project would therefore not contribute to any cumulative hydrologic effects in the project area.

7.12 Noise

As presented in Section 4.12, Noise, the project would not introduce any new noise generators nor increase traffic volumes. Therefore, the project would not cause an increase in the ambient noise levels. In both the existing and future conditions, cumulative noise levels in the project area would be consistent with noise compatibility standards.

Although construction noise would be temporary, it would be significant due to the presence of sensitive receptors such as visitors to the museums in the project area. Construction noise levels in the interior of these buildings would have the potential to exceed the interior noise standards. Two of the cumulative projects, the Cabrillo Bridge retrofit and uplighting projects would take place adjacent to the project area and are

scheduled to begin construction in summer 2012 and be completed in summer 2015. Thus, project construction would overlap with the project and cumulative construction noise impacts, although temporary, would be significant and unmitigated.

7.13 Paleontological Resources

The project-specific mitigation measure **PAL-1** requires monitoring, collection, recordation, and curation and documentation of any significant resources and, therefore, the project would not considerably contribute to the loss of paleontological resources. Implementation of mitigation measure **PAL-1** would also reduce the project contribution to cumulative cultural resource impacts to a less than significant level.

7.14 Public Services and Facilities

Implementation of the project would not result in an incremental increase in demand for public services because it would not add to the projected number of Park visitors. The project has been reviewed by the Fire and Police Departments and they determined that it would not result in an increase in response times or present a constraint to fire/emergency/police response times to the project area. Since the service providers would be able to access the project site and provide fire/emergency/police response to the project area without an increase in response times or triggering a need for new facilities, impacts would not be cumulatively considerable.

7.15 Utilities

7.15.1 Water Supply

The project would result in a small incremental increase in demand for water, but would not reach the threshold for preparation of a WSA/V in accordance with SB610/221. As designed, the project incorporates drought-resistant landscaping where feasible and water conservation features such as low-flush toilets, low-flow faucets, and timers on irrigation sprinklers to reduce water demands. Thus, implementation of the project would avoid cumulative impacts.

7.15.2 Water Systems

The project would utilize existing water facilities to deliver water to the site and would not create a significant new capacity demand on the system. Since there is adequate capacity in these facilities, the project would not require the construction of new facilities, thus impacts would not be cumulatively considerable.

7.15.3 Sewer Systems

As described in Section 4.15, the on-site sewer infrastructure would be capable of serving the project. In addition, because the proposed new restrooms would be of equivalent size and capacity, there would not be any new demand for wastewater treatment. When added to other past, existing, and future planned development, the implementation of the project would not contribute incrementally to cumulative impacts on sewer systems serving the region.

7.15.4 Solid Waste

The project would generate solid waste through demolition, construction, and ongoing operations, and in conjunction with past, present, and future projects, would increase the amount of solid waste generated within the region. A conceptual WMP (Appendix O) has been prepared for the project that demonstrates how the project can recycle or reuse approximately 96.8 percent of demolition and construction debris and meet post-construction state and City waste reduction goals. In addition, cumulative projects would also be required to prepare WMPs demonstrating similar waste reduction. Through implementation of a WMP, adherence to the 50 percent reduction mandate, and to the City's Municipal Code including the 2007 City Recycling Ordinance, the project's contribution to cumulative solid waste impacts would be reduced to below a level of significance.

7.16 Water Quality

Development of the project involves compliance with SWPPP that set forth construction and permanent, post-construction BMPs to minimize water quality impacts both during the construction and operation phase of the project. These project design features and BMPs would reduce pollutant discharge off-site, thus avoiding significant adverse water quality impacts to the San Diego Bay, a 303(d) impaired receiving water body. The long-term operation of the project would not create any direct significant impacts associated with siltation and sedimentation. Because implementation of water quality design measures proposed as part of the project design would preclude increases in pollutant discharge during or following construction, the project's contribution to cumulative impacts to runoff water quality and to impaired receiving waters would be less than significant and no mitigation would be required.

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8.0 Effects Found Not to be Significant

Pursuant to CEQA Guidelines Section 15128, this section briefly describes the environmental issue areas that were determined during preliminary project review not to be significant and were therefore not discussed in detail in the EIR.

8.1 Agricultural Resources

The project site is designated as Urban and Built-Up Land by the State Farmland Mapping and Monitoring Program. Urban and Built-up Land does not meet the criteria of any important farmland category, and is typically used for residential, industrial, commercial, construction, institutional, public administrative purposes, railroad yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment plants, water control structures, and other development purposes. There is no designated agriculture use mapped within the Park nor does it contain prime agricultural soils or farmlands as designated by the California Department of Conservation. No properties within the project area are subject to, or near, a Williamson Act contract parcel. The project would therefore have no effect on agricultural resources.

8.2 Mineral Resources

The project would not result in the loss of availability of valuable known mineral resources or of a locally important mineral recovery site as identified in the City General Plan. The project site is located within Mineral Resource Zone Three, as identified in the General Plan's Generalized Mineral Land Classification map (General Plan, Figure CE-6). Mineral Resource Zone Three indicates areas containing mineral deposits, the significance of which cannot be evaluated from available data. Due to the fact that the project site and surrounding area is already developed, extraction of any potential mineral resources is not feasible. Therefore, pursuant to the City's Significance Determination Thresholds for mineral resources, the project would have no effect on mineral resources.

8.3 Population and Housing

The project would not displace people or result in an increased demand for housing. Therefore, no impacts to population or housing would occur.

8.4 Public Services

The project does not include housing or any other component that would reasonably be expected to generate a population increase. As a result, there would be no corresponding increase in demand for library, school or park services. Impacts related to fire, emergency, and police services are discussed in Section 4.14, Public Services.

The City's General Plan designates Balboa Park as a "resource-based" park. Under the project, the existing Organ Pavilion parking lot would be converted to open space, a parkland category as defined by the City's General Plan (Final EIR for the City's General Plan; City of San Diego 2008c), for use by the public. As such, the project would have a beneficial effect on park and recreation services.

8.5 Special Events

There are numerous special events that take place within the Park or on Park roadways. Some examples of the major events include:

- The December Nights holiday festival is an event (running 34 years consecutively) that is held annually during the first weekend in December. The Cabrillo Bridge is closed to vehicular traffic during the two day celebration which is typically attended by more than 300,000 visitors.
- The Rock N' Roll Marathon annual June event features live local bands and the route travels through Balboa Park via Park Boulevard. From Park Boulevard, the marathon route includes Presidents Way, Pan American Road East, Plaza de Panama, El Prado, Village Place, and then returning to Park Boulevard. As such, the marathon results in the closure of those roadways within the Park.
- The America's Finest City Half Marathon annual August event (34 years consecutively) ends in Balboa Park. The marathon specifically travels through and results in the closure of the Cabrillo Bridge, Plaza de Panama, and Pan American Road East. Also, this event includes shorter races confined to Balboa Park. This event is limited to 8,000 half marathon racers and 1,700 5K racers; however additional people attend the event to host the event and support racers.
- Earth Fair is an annual event (23 years consecutively) held in April at the Park which draws approximately 60,000 visitors. The fair includes many booths (retail, food, service, educational, promotional, etc.), a parade, three music stages, artist gallery, and other attractions. This event results in the closure of the majority of the internal Park roadways to vehicular traffic, including the Cabrillo Bridge.

- San Diego Gay Pride Festival includes a parade along 6th Avenue with booths and stages within the Marston Point Area. This annual July event lasts for two days and draws up to 150,000 people to the Balboa Park/Hillcrest area each year.
- The 2015 Centennial Celebration will be a yearlong event planned in the spirit of the 1915 Panama-California Exposition and 1935 California Pacific International Expositions. While the 1915 and 1935 expositions featured significant Park development, the 2015 Centennial Celebration would primarily involve refurbishment and beautification efforts. The centerpiece is anticipated to include nightly projections of images onto Park buildings, augmented by food, beverage and musical entertainment. Vehicular traffic would need to be removed from the Plaza and Prado areas for the celebration. Should the project not be constructed, the Cabrillo Bridge would need to be closed during the celebration in order to accomplish removal of vehicular traffic from the Plazas and El Prado.

With the exception of the 2015 Centennial Celebration, these events are existing events that affect the project area. As indicated above, many of these events require closing internal Park roadways and/or the Cabrillo Bridge to vehicular traffic. As the project would restore pedestrian access to the Plaza de Panama, El Prado, Plaza de California and the Mall, these areas would already be closed to vehicular traffic and would not require closure for any special events. Closure of the Cabrillo Bridge and proposed Centennial Road may still be required for events that have race routes or events along these roads. However, other events that close the Cabrillo Bridge in order to move traffic out of the Plaza de Panama, El Prado, and Plaza de California may no longer require the Cabrillo Bridge closure, as the project would already remove traffic from these areas and provide a bypass route. Overall, the project would have a less than significant impact on special events. These events would likely continue with or without the implementation of the project.

8.6 Recreational Facilities

The City considers parkland deficiencies a planning and facilities issue, and not an environmental impact issue. In addition, the City CEQA Significance Determination Thresholds indicate parks and recreational services needs are based on population. The proposed project is not anticipated to change population with the City and would not decrease usable parkland or otherwise result in the need for additional recreational facilities to meet City General Plan parks and recreational resource goals. The project would not result in a physical impact associated with construction of public facilities beyond those included as a part of the project and addressed in this EIR. Thus, the project would not result in a significant parks and recreational resource impact. Balboa

8.0 Effects Found Not to be Significant

Park is a significant recreational feature that serves both local residents and visitors to the area. Recreational amenities of Balboa Park includes the zoo, carousel, playgrounds, miniature train, museums, galleries, cultural centers, theatres and amphitheaters, halls, gardens, grass fields, sports fields, archery range, historic features, pool, tennis courts, frisbee golf, golf course, velodrome, paved walkways, and unpaved trails. The project site is located in the Central Mesa and includes or is adjacent to recreational resources such as museums, galleries, cultural centers, theatres and amphitheaters, halls, gardens, grass fields, archery range, historic features, paved walkways, and unpaved trails.

The proposed project would result in an increase of usable parkland within Balboa Park. The existing Organ Pavilion parking lot would be converted to a passive recreational garden (California Garden) and rooftop park as a part of the project. The project would convert existing vehicular roadways to recreational pedestrian uses. The Palm Canyon Walkway would be improved and extended by the project. Overall, the project would reclaim 6.3 acres for pedestrian and park uses.

As discussed in Section 4.10.1.3, current recreational uses at the Arizona Street Landfill are restricted (no permanent structures) because of a lack of formal closure, irregular settlement of the ground surface, and past problems with methane generation. Since the site does not have a perimeter fence, the public has been free to access the site. There are numerous hiking/biking trails through the landfill and along its perimeter, but they are not recognized trails in the EMPP. Pursuant to the EMPP, the Arizona Street Landfill is intended ultimately to be reclaimed as passive use parkland that would be compatible with passive recreational uses such as kite flying, picnicking, and pick-up ball games.

The project would deposit soil export from the Central Mesa at the Arizona Street Landfill on the East Mesa. The soil export disposal would be deposited at three separate sites within the landfill (see Section 3.4.6.4). This construction activity within the Arizona Street Landfill would last approximately two months, during which informal passive activities may be restricted. In accordance with the EMPP goal, upon completion of the soil deposit activities, the area would be hydroseeded for erosion control purposes. With respect to soil export disposal and grading activities at “site 1” (see Figure 3-41d), the existing perimeter trail around the rim of the mesa would be left intact and the proposed soil export and grading activities would not significantly alter the East Mesa. Refer to Section 3.8 for more information regarding construction activities and phasing.

The only active recreational use that would be impacted on a temporary basis would be at “site 2,” the archery range, which is within the boundary of the Arizona Street Landfill rather than Morley Field and does not contain any permanent structures. As described in Section 3.4.6.4, the archery range is anticipated to receive approximately 11,000 cy of soil export over a period of 5.5 nights. Upon completion of the soil export hauling and

grading activities, the archery range would be hydroseeded and returned to active use as an archery range. Similarly, "site 3" would be hydroseeded upon completion of project-related activities. It should be noted that Morley Field is a distinct area separate from the Arizona Street Landfill and the active recreational uses occurring at Morley Field would not be impacted by these aforementioned grading and soil hauling activities.

In summary, the completion of the project would provide additional recreational resources or improve existing recreational resources in Balboa Park. Vehicle access to the existing recreational areas would be maintained and pedestrian access to recreational amenities would be improved by the project. Temporary impacts to recreation would occur during construction, but impacts would be short term, and therefore, not significant.

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9.0 Project Alternatives

This section of the EIR presents alternatives to the project. Due to the controversial nature of the project, an extensive effort was made to define and analyze alternatives. A larger number of alternatives are analyzed in this section than for most project EIRs to ensure that the decision makers can compare the impacts associated with a wide variety of alternatives (as identified by the City or proposed by the public) to the project. The alternatives addressed in this section were developed through scoping and public outreach efforts. The discussion which follows is intended to focus on alternatives to the project which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives. As identified in Section 3.0, the project objectives include:

1. Remove vehicles from the Plaza de Panama, El Prado, Plaza de California, the Mall (also called “the Esplanade”), and Pan American Road East while maintaining public and proximate vehicular access to the institutions which are vital to the Park’s success and longevity.
2. Restore pedestrian and park uses to El Prado, Plaza de Panama, Plaza de California, the Mall, and re-create the California Gardens behind the Organ Pavilion.
3. Improve access to the Central Mesa through the provision of additional parking, while maintaining convenient drop-off, disabled access, and valet parking, and expansion of the existing tram system with the potential for future expansion.
4. Improve the pedestrian link between the Central Mesa’s two cultural cores: El Prado and the Palisades.
5. Implement a funding plan including bonds that provides for the construction of a self-sustaining paid parking structure intended to fund the structure’s operation and maintenance, the planned tram operations, and the debt service on the structure only.
6. Complete all work prior to January 2015 for the 1915 Panama-California Exposition centennial celebration.

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9.1 Rationale for Alternative Selection

In accordance with Section 15126.6(a) of the CEQA Guidelines, an EIR shall describe “a range of reasonable alternatives to the project, or to the location of the 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. An EIR need not consider every conceivable alternative to the project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making. . . .”

CEQA Guidelines section 15126.6 (f) 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.” The CEQA Guidelines provide several factors that may be considered with regard to the feasibility of an alternative: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the project applicant can reasonably acquire, control, or otherwise have access to the alternative site (if an off-site alternative is evaluated).

As discussed in Section 4.0, the project could result in significant environmental impacts related to: land use (inconsistency with historic and urban design regulations and/or policy; MHPA adjacency), historical resources (alteration of the historic spatial relationships associated with the Cabrillo Bridge/California Quadrangle complex through construction of the Centennial Bridge, and potential grading impacts to subsurface resources); visual quality impacts (aesthetics associated with the Centennial Bridge impacting architectural character); traffic impacts (mitigable impacts in the year 2030); biological resources (potential disruption of raptor nesting and migratory birds; MHPA adjacency); noise (temporary noise during construction); and paleontological resources (potential to disturb subsurface resources during grading/construction). Potential project impacts associated with energy conservation, geological resources, greenhouse gas emissions, health and safety/hazardous materials, hydrology, operational noise, police, fire, and road and facilities maintenance services, the public utilities of water, wastewater, solid waste and energy infrastructure, and water quality would be less than significant. All impacts of the project would be mitigated to below a level of significance with the exception of the land use, historical resources, and visual quality impacts associated with the Centennial Bridge project component, and short-term construction noise impacts. No viable mitigation for these impacts is available, and impacts for these issues would remain significant and unmitigated.

Cumulative significant impacts have been identified for the issues of land use, historical resources and noise (cumulative projects’ construction noise). These cumulative impacts would also remain significant and unmitigated.

Each of the alternatives addressed in this section were examined in order to determine whether they would avoid or minimize the significant impacts associated with the project. These alternatives allow informed decision making and public participation because there is enough variation amongst the alternatives to provide a reasonable range. Several of the considered alternatives were rejected. These are discussed in Section 9.2.

The alternatives fully evaluated beginning in Section 9.3 include the following:

1. No Project (No Development/Existing Condition) Alternative
2. No Project (Central Mesa Precise Plan) Alternative
3. Pedestrianize Cabrillo Bridge: Multiple Alternatives
 - 3A. No New Parking Structure Alternative
 - 3B. Organ Pavilion Parking Structure Alternative
 - 3C. West Mesa Parking Structure Alternative
 - 3D. Inspiration Point Parking Structure Alternative
4. Cabrillo Bridge Open: Multiple Alternatives
 - 4A. Cabrillo Bridge Open with Centennial Bridge
 - i. Gold Gulch Parking Structure Alternative
 - ii. No Paid Parking Alternative
 - 4B. Cabrillo Bridge Open without Centennial Bridge
 - i. Tunnel Alternative
 - ii. Stop Light (One-Way) Alternative
 - iii. Modified Precise Plan without Parking Structure Alternative
 - iv. Half-Plaza Alternative
5. Phased Alternative

9.1.1 Alternative Assumptions

As described above, a wide variety of alternatives was submitted by members of the public and/or formulated by City staff. A few of the publicly submitted alternatives were fairly comprehensive in nature and were included in this Chapter, as detailed by the submitting party. Other alternatives, identified during the scoping process, lacked sufficient detail to complete a thorough analysis in this EIR or were similar in nature to other proposals. Therefore, for these alternatives, it was necessary for City staff to develop a set of assumptions concerning the missing components from each alternative.

The rationale, or assumptions, guiding the development of each alternative is described in greater detail in Section 9.3.

9.1.2 Alternative Overview

A brief overview of the fully analyzed project alternatives along with the rationale for their inclusion in the EIR is provided below. Generally, the fully analyzed project alternatives can be grouped into the categories of: no project; closing Cabrillo Bridge to vehicles with no Centennial Bridge; allowing vehicles on Cabrillo Bridge with and without Centennial Bridge; and phasing. These categories represent the most realistic conceptual alternatives to the project. Complete descriptions of the alternatives are included in Section 9.3.

No Project Alternative Scenarios

Two no project alternatives are addressed in this EIR: the No Project (No Development/Existing Conditions) Alternative and the Central Mesa Precise Plan (CMPP) Alternative which is equivalent to a No Project/Development Consistent with the Adopted Precise Plan Alternative. The No Project (No Development/Existing Conditions) Alternative (Alt 1) was included as required by CEQA. It addresses the situation that would occur if the project did not go forward and the project site remained in its existing condition. This alternative thereby allows decision makers to compare the impacts of approving the project with the impacts of not approving the project (CEQA Guidelines Section 15126.6(e)(3)(B)). This alternative is addressed in greater detail in Section 9.3.1.

The Central Mesa Precise Plan Alternative (Alt 2) was included because the project requires the revision of an existing land use plan. Should the project not be approved there is the possibility that development pursuant to the adopted CMPP would occur. This alternative allows decision makers to compare impacts of the project with impacts that would occur under the existing plan (CEQA Guidelines Section 15126.6(e)(3)(A)). This alternative is addressed in greater detail in Section 9.3.2.

Pedestrianize Cabrillo Bridge Alternatives

This EIR addresses four alternatives which focus specifically on prohibiting vehicles on the Cabrillo Bridge, El Prado, Plaza de California, Plaza de Panama, and the Mall. Under these four alternatives, vehicles would access the Central Mesa only from the east via Park Boulevard. Vehicles entering the project area would use Presidents Way and then continue either south to the Palisades parking lot, to the northwest to the Alcazar parking lot, or in one alternative to the new Organ Pavilion parking structure. Vehicles would circulate through the Alcazar parking lot and back south and east through an improved two-way access road. Public vehicular access to the project site

from the West Mesa would not be provided. Tram service would be provided to and from the Plaza de Panama via Pan American Road East.

These alternatives do not include the Centennial Bridge component of the project and were thus selected to provide a range of scenarios whereby the significant land use, historical resource, and visual quality impacts associated with the Centennial Bridge would be avoided. The four alternatives in this category include the No New Parking Structure Alternative (Alt 3A), Organ Pavilion Parking Structure Alternative (Alt 3B), West Mesa Parking Structure Alternative (Alt 3C), and Inspiration Point Parking Structure Alternative (Alt 3D). As indicated by their name, each alternative entails differences in the extent and/or location of additional parking.

Open Cabrillo Bridge Alternatives With and Without Centennial Bridge

This EIR includes six alternatives which focus on continuing to allow vehicular access via the Cabrillo Bridge - both with and without the Centennial Bridge. Two of the open Cabrillo Bridge alternatives include the Centennial Bridge and four of the open Cabrillo Bridge alternatives do not include the Centennial Bridge.

The two open Cabrillo Bridge alternatives that include the Centennial Bridge are the Gold Gulch Parking Structure Alternative (Alt 4Ai) and the No Paid Parking Alternative (Alt 4Aii). These alternatives were selected to provide alternatives with similar components as the project, but with an alternate parking structure location and/or fee structure.

The four Open Cabrillo Bridge alternatives that do not include the Centennial Bridge were selected to reduce the significant land use, historical resource, and visual quality impacts associated with the Centennial Bridge, while still providing vehicular access between the West and Central Mesas and partial pedestrianization of the Plaza de Panama. The alternatives in this category include the: Tunnel Alternative (Alt 4Bi), Stop Light (One-Way) Alternative (Alt 4Bii), Modified Precise Plan without Parking Structure Alternative (Alt 4Biii), and the Half-Plaza Alternative (Alt 4Biv). Each provides different ways to circulate traffic through the project site and variation in the extent of reclaimed/pedestrianized parkland areas.

Phased Alternative

The Phased Alternative (Alt 5) is included to provide a comparison of potential effects which would occur if improvements associated with the project are made on an “as needed” basis. Each phase would be added over time only if need is demonstrated. This alternative was selected as an attempt to reduce the project’s impacts associated with construction (noise and traffic and parking congestion), as well as, to potentially avoid the significant land use/historical resource/visual quality impacts associated with the Centennial Bridge until the final phase when need is demonstrated.

9.2 Alternatives Considered but Rejected

This subsection of the EIR is provided consistent with CEQA Guidelines, which state that the EIR need examine in detail only a reasonable range of alternatives that the lead agency determines could feasibly attain most of the basic objectives of the project. Further, the EIR should identify any alternatives that were considered by the lead agency but were rejected and briefly explain the reasons underlying the lead agency's determination. Among factors used to eliminate alternatives from detailed consideration in the EIR is failure to meet most of the basic project objectives or inability to avoid significant environmental effects (Guidelines 15126.6(c)). Consistent with the requirement to address a "reasonable range" of alternatives, another consideration for excluding an alternative from further study includes similarity to other alternatives that are addressed in detail.

The following is a description of several alternatives raised during and after the public scoping process that were considered by the City of San Diego and the reasons that they were eliminated from detailed evaluation in this EIR.

9.2.1 2004 Jones and Jones Land Use, Circulation and Parking Study Alternative

The 2004 Concept Plan, prepared by Jones & Jones and Civitas, is a comprehensive plan for the entire Park and recommends relocating parking to periphery locations. Three underground parking structures are recommended: (1) at the Zoo Promenade, (2) near the existing Archery Range, below and just north of the Cabrillo Bridge; and (3) an employee parking structure on the southern portion of Inspiration Point. This Plan would reclaim a total of 115 acres of parkland by rehabilitating several areas for public park use including the Arizona Street Landfill, the Archery Range, the Alcazar parking lot, Pan American Plaza, Plaza de Panama, and the Organ Pavilion parking lot.

This alternative was not considered for further analysis for the following reasons:

- ~~— In its entirety, this plan is much larger in scope than the project and would likely be infeasible to implement from an economic standpoint.~~
- Due to the substantially larger scope, this alternative also would result in greater impacts to a number of resources, likely to include traffic, air quality, noise, greenhouse gases, and historical (archaeological) resources.
- This alternative would not meet several of the project objectives. By placing parking at periphery locations, this alternative would not meet Objective 1 – "maintaining proximate vehicular access to the Park's institutions." Objective 6, complete implementation by 2015, would be difficult to attain, due to the substantial scope of improvements included under this alternative.

- A portion of this alternative (the Inspiration Point Parking Structure) is analyzed in detail in Alternative 3D, below.

9.2.2 Increased Surface Parking on West Side Alternative

The Increased Surface Parking on West Side Alternative would involve closure of Cabrillo Bridge to vehicular traffic and removal of parking from the Plaza de Panama. Vehicular access to the project area under this alternative would only occur from the east from Park Boulevard, via Presidents Way. Rather than adding a new parking structure, this alternative would entail a reconfiguration of both Sixth Avenue and Balboa Drive to accommodate additional on-street parking through realignment, roadway widening, and restriping for angled parking along both roadways.

This alternative was not considered for further analysis for the following reasons:

- This alternative is similar to another alternative with parking on the west side of the Park (3C, West Mesa Parking) which is analyzed in detail.
- As indicated in the traffic analysis, alternatives in which the Cabrillo Bridge is closed would result in substantially greater traffic and circulation impacts, than alternatives in which vehicular access is maintained from the West Mesa; therefore, this alternative would result in greater impacts than the project.
- This alternative would not meet several project objectives, including: Objective 1 - maintaining proximate vehicular access to the Park's institutions – because it would close the Cabrillo Bridge to traffic; Objective 3 - improving access to the Central Mesa - because it would not provide vehicular access to El Prado from the West Mesa; and Objective 5 - creating a funding plan for implementation of improvements – because no paid parking or other revenue source for financing of improvements is identified.

9.2.3 Zoo Parking Alternative

This alternative is based on joint use of the parking structure component of the Park Boulevard Promenade project. An EIR for this project was certified (Project No. 2147 SCH # 2001121107), and the project was approved in 2003; however, none of the project has been constructed to date. (The Park Boulevard Promenade EIR is incorporated herein by reference). Implementation of this alternative would entail the closure of Cabrillo Bridge and El Prado to vehicular traffic; vehicular access to the Central Mesa would be from the east from Park Boulevard.

As approved, a new subterranean parking structure would be located along Park Boulevard, just north of Zoo Place south to the Natural History Museum. The existing asphalt parking lots near Spanish Village and the Natural History Museum would be

converted to a public promenade connecting the new Zoo entry to El Prado. Additional parking would also be provided for War Memorial visitors and Zoo patrons in a new parking lot located to the south of the War Memorial Building and a 4.5-acre employee parking lot would be added within the existing Zoo leasehold. Implementation of the Zoo Parking Alternative would result in a net increase in parking in the Central Mesa (the underground parking structure would provide 4,803 additional parking spaces; the creation of the War Memorial Building parking lot would provide 99 additional spaces; and 450 parking spaces would be created by the Zoo employee parking lot for a total of 5,352 parking spaces). Therefore, the net increase in parking spaces would be 2,059 parking spaces.

This alternative was not considered for further analysis for the following reasons:

- The EIR prepared for the Park Boulevard Promenade project concludes that there would be significant unmitigated impacts in 2020 on weekdays to the segment of SR-163 northbound from I-5 to Washington Street in the afternoon peak hour. This alternative, therefore, would reduce significant land use, historical resources, and visual quality impacts associated with the project; however, it would result in other significant unmitigated impacts.
- This alternative is similar to another alternative, which addresses parking on the east side of the Park (3D, Inspiration Point Parking) that is analyzed in detail.
- This alternative would not meet many of the basic objectives of the project, including: Objective 1 - to maintain public and proximate vehicular access to the institutions, which are vital to the Park's success and longevity - because the parking structure under this alternative is not within close proximity to the institutions within the Central Mesa (approximately 1,855 feet from the Plaza de Panama); Objective 3 - to improve access to the Central Mesa through the provision of additional parking, while maintaining convenient drop-off, disabled access, and valet parking – because no drop-off or accessible parking would be placed within proximity to El Prado; and Objective 6 – to complete all work prior to January 2015 for the 1915 Panama-California Exposition centennial celebration - because of the large scope and required coordination with the San Diego Zoo, this timeframe would likely be unattainable.

9.2.4 Managed Cabrillo Bridge Closure Alternative

This alternative includes the managed closure of Cabrillo Bridge to vehicles during peak Park hours (i.e., 9:30 AM to 5:30 PM). Outside of peak times, cars would be allowed to travel across the bridge, on El Prado and through the southwest corner of Plaza de Panama to the Mall. Additionally, under this alternative, parking would be permanently removed from the Plaza de Panama, resulting in a net loss of 54 parking spaces. This

alternative does not entail any other modifications to existing facilities, parking, or circulation/transit.

This alternative was not considered for further analysis for the following reason:

- This alternative is adequately covered under another alternative (Alternative 5, Phased Alternative), which is analyzed in detail.

9.2.5 Quince Street Access Alternative

This alternative would entail a new western access to the Park from SR-163, which would require Quince Street and the associated bridge to be converted into a two-way road. The existing northbound SR-163 off-ramp at Quince Street would be modified to create a two-way at-grade road parallel to northbound SR-163. This new north/southbound road would cross under Cabrillo Bridge, parallel SR-163, and connect to a parking structure, which would be constructed at the existing Organ Pavilion parking lot. The Quince Street access road under this alternative would serve as the new vehicular access to the Central Mesa from the west, allowing the Cabrillo Bridge to be closed to traffic and pedestrianized.

A preliminary engineering analysis was conducted to study how this alternative could be accomplished. As a result, it was determined that the new roadway would impact approximately 14,000 square feet of the Zoo's leasehold and would require 176,950 cy of cut and 60,941 cy of fill, construction of significant retaining walls or manufactured slopes, and the demolition of a large drainage facility. This new road and its associated retaining walls would be visible from SR-163, a designated California State Scenic Highway, as it traverses under the Cabrillo Bridge and across a steeply sloping canyon wall to the southwestern corner of the Alcazar parking lot. The roadway alignment would also require retaining walls in excess of 20 feet in height or a bridge spanning more than 1,000 linear feet to create a navigable route up to the Alcazar parking lot that would significantly impact both Cabrillo and Palm canyons.

This alternative was not considered for further analysis for the following reasons:

- Due to the increased scope of improvements and extent of grading operations and landform alteration, this alternative would have greater physical impacts to visual quality (landform alteration, neighborhood character); biological resources; historical resources (archaeological and built environment); hydrology; water quality; air quality; and GHG as compared to the project and would not substantially lessen or avoid any significant environmental impacts.
- This alternative would not meet Objective 6 - complete implementation by 2015 - due to the substantial scope of improvements included under this alternative.

9.2.6 Old Globe Way Access Alternative

The Old Globe Way Parking Structure Alternative would be similar to the Quince Street Alternative in that the existing Quince Drive off-ramp from northbound SR-163 would be used to transform Quince Street and the existing bridge into a two-way road. Instead of going under the Cabrillo Bridge, however, the roadway would climb the canyon behind the Old Globe Theatre to a new parking structure. The “Old Globe Structure” would be several levels high, with an entry from the Quince Street Bridge on the lower level to the west and a top-level entry on the east attaching to Old Globe Way. The Quince Street access road under this alternative would serve as the new vehicular access to the Central Mesa from the west, allowing the Cabrillo Bridge to be closed to traffic and pedestrianized.

This alternative was not considered for further analysis for the following reason:

- Old Globe Way is very narrow, constrained by existing buildings, and cannot be widened without demolition of existing structures. A structure in this location would be required to function as the roadway connection between Old Globe Way above and Quince Street below, mixing through traffic with parking traffic increasing the likelihood of creating a bottleneck during peak arrival/exit times that would not function during these peak hours. This alternative would also be unable to support tram service, due to the substantial grade of a tram route at this location.
- This alternative would avoid significant environmental impacts associated with construction of the Centennial Bridge, but would introduce other significant impacts. This alternative would have greater physical (biological resources, historical resources, traffic, water quality, hydrology, air quality, and GHG emissions) and visual impacts (landform alteration, public views), than the project because of the need to climb the canyon wall adjacent to SR-163 (within a Scenic Highway Corridor). Noise and headlights from vehicles would have an adverse impact on evening performances at the Old Globe’s outdoor theatre.
- This alternative would not meet Objective 6 - complete implementation by 2015 - due to the substantial scope of improvements included under this alternative.

9.2.7 Green Entry/Periphery Parking Alternative

This specific alternative was suggested during the scoping period and includes several components:

- The Cabrillo Bridge, along with the California Building (Museum of Man) archway into the Plaza de California, and El Prado would become a “green entry,” allowing only pedestrians, pedicabs, bicycles, and other non-fossil fuel vehicles

(and emergency vehicles) to enter. This would reduce, but not eliminate, pedestrian/vehicular conflicts on El Prado and within the Plaza de Panama.

- The Mall and Pan American Road would remain open to vehicular traffic.
- Most general public parking would ultimately be eliminated from the heart of the Central Mesa and would generally be relocated or added to the periphery of the Central Mesa or West Mesa. Two periphery parking structures would be constructed: (1) at Nate's Point Dog Park, which would replace the dog park on top of the parking structure; and (2) at the existing Federal Building parking lot.
- Widening of Presidents Way between Park Boulevard and Pan American Plaza to four lanes would be required to accommodate additional traffic in this area, and would be accomplished through the elimination of existing parallel parking.
- The existing Palisades parking lot would then be reclaimed as a pedestrian plaza.
- In addition to the two structures, angled parking also would be provided along Balboa Drive from El Prado to Marston Point.
- Accessible parking would be retained in limited designated areas in the Central Mesa.
- The Alcazar parking lot would be retained for accessible and special permit parking only.
- The Organ Pavilion parking lot would remain in its current condition.
- All valet service would be eliminated from the Park.
- A one-dollar per day fee would be implemented for all parking spaces in the Park using new ticket machines, similar to those being installed downtown.

This alternative was not considered for further analysis for the following reasons:

- This alternative is comprised of a combination of features contained in other alternatives, which are addressed in detail, including the Pedestrianize Cabrillo Bridge alternatives with parking on the west side of the Park (3C, West Mesa Parking Structure Alternative) and parking on the east side of the Park (3D, Inspiration Point Parking Structure Alternative).
- This alternative would fail to meet many of the project objectives, including: Objective 1 - to maintain public and proximate vehicular access to the institutions, which are vital to the Park's success and longevity – because only a limited number of vehicles would gain access to the Central Mesa from the west; Objective 2 - to restore pedestrian and park uses to El Prado, Plaza de Panama, Plaza de California, the Mall – because “green” vehicles would still be permitted with these areas; and Objective 3 - to improve access to the Central Mesa through the provision of additional parking, while maintaining convenient drop-off,

disabled access – because under this alternative access from the west is constrained to limited number of Park visitors.

9.2.8 Sixth Avenue Bridge Extension

This specific alternative was suggested during the scoping period and includes several components. The Sixth Avenue Bridge Extension Alternative entails a new one-way (westbound) bridge from near the Automotive Museum at the southern end of Pan American Plaza to Sixth Avenue over SR-163. The roadway could incorporate some of the existing roadway that leads to Sixth Avenue from Balboa Drive. The Cabrillo Bridge and El Prado would be converted to one lane of eastbound travel, allowing the second lane to be available for pedestrian, tram, or other use.

Under this alternative, El Prado, the Plaza de Panama, the Plaza de California, the Mall, Pan American Road, and the Organ Pavilion parking lot would all remain open to vehicular use and/or parking. Additional parking would be located in several locations, including a two- to three-level parking structure at the existing Inspiration Point parking lot; angled parking along Balboa Drive and surface parking on Quince Drive. Accessible parking would be located directly in front of the Art Museum in the Plaza de Panama and all time-restricted spaces would be relocated to the Alcazar parking lot.

This alternative was not considered for further analysis for the following reasons:

- This alternative has a combination of features contained in other alternatives that are addressed in detail, including parking on the west side of the Park (3C, West Mesa Parking Structure Alternative), and an above-ground parking structure at Inspiration Point (3D, Inspiration Point Parking Structure Alternative).
- This alternative would have greater physical (landform alteration, biological resources, historical resources) and greater visual impacts (because of the need to construct a new bridge over SR-163, within a Scenic Highway Corridor) as compared to the project; however, it would reduce the significant and unmitigated impacts to land use, historical resources, and visual impacts (architectural character) associated with the Centennial Bridge.
- This alternative would not meet Objectives 1 or 2 – to remove vehicles from the Plaza de Panama, El Prado, Plaza de California, the Mall (also called “the Esplanade”), and Pan American Road East and restore these areas for pedestrian use – as this alternative would continue to permit vehicular use and/or parking within all of these areas.
- This alternative includes the construction of a new bridge over SR-163. Timing of implementation of this alternative would be contingent upon receiving an encroachment permit from Caltrans and construction would need to be coordinated with construction of Caltrans’ Laurel Street (Cabrillo) Bridge

Overcrossing Seismic Retrofit/Rehabilitation project. Therefore, Objective 6, complete implementation by 2015, would be difficult to attain.

9.3 Alternatives Fully Analyzed

Each of the alternatives described in the section below contains a proportionate amount of detail and has been analyzed in regard to each major issue identified in Chapter 4 of this EIR (but in lesser detail than the project). A conclusion as to each alternative's impacts level of significance is made, where feasible. If a definitive conclusion regarding the level of significance of impacts cannot be made in regard to a particular issue, due to insufficient information, then the impacts may be identified as "*potentially* significant." Where the magnitude of the alternative's impacts is clearly less than or greater than the impacts of the project, then this is stated in the following analysis, as well as in Table 9-1. The conclusion for each alternative also provides an overview of how the alternative meets, partially meets, or fails to meet, the six project objectives; and this comparison is also shown in Table 9-2. Finally, to avoid repetition, in lieu of a complete narrative analysis of each alternative's impacts to traffic and circulation, a comparison of the alternatives' impacts to each study area roadway segment and intersection has been summarized in Tables 9-3 and Table 9-4.

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**TABLE 9-1
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY**

Environmental Issue Area	Project	No Project (No Develop- ment/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5) ¹
Land Use														
Regulatory Conformance	Significant and unmitigated	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Potentially significant (Less than the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Significant and unmitigated (Same as the project)	Phases 1-3: Less than significant (Less than the project) Phase 4: Significant and unmitigated (Same as the project)
Plan Consistency	Significant and unmitigated	Less than significant (Less than the project)	Significant and unmitigated (Less than the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and mitigated (Less than the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Phases 1: Less than significant (Less than the project); Phase 2: Significant and unmitigated (Less than the project); Phase 3: Significant and Mitigated (Less than the project) Phase 4: Significant and unmitigated (Same as the project)
Land Use Incompatibility	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)

¹For Issues which involve only construction-related impacts, each phase would be less than for the totality of the project (all phases) being implemented concurrently.

**TABLE 9-1
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY
(continued)**

Environmental Issue Area	Project	No Project (No Develop- ment/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5) ¹
ALUCP Conflict	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Potentially significant (Greater than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phase 1-4: Less than significant (Same as the project)
Historical Resources														
Historic Resources (Built Environment)	Significant and unmitigated	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Significant and unmitigated (Same as the project)	Phases 1-3: Less than significant (Less than the project); Phase 4: Significant and unmitigated (Same as the project)
Archaeological Resources	Significant and mitigated	Less than significant (Less than the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Same as the project)	Phases 1-4: Significant and mitigated (Same as the project)
Sacred/ Religious	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
Human Remains	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)

¹For Issues which involve only construction-related impacts, each phase would be less than for the totality of the project (all phases) being implemented concurrently.

**TABLE 9-1
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY
(continued)**

Environmental Issue Area	Project	No Project (No Develop- ment/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5) ¹
Visual Effects and Neighborhood Character														
Public Views	Less than significant	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Potentially Significant (Greater than project)	Potentially Significant (Greater than project)	Less than significant (Same as the project)	Significant and unmitigated (Greater than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Phases 1-3: Less than significant (Less than project) Phases 4: Less than significant (Same the project)
Neighborhood Character / Architecture	Significant and unmitigated	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Significant and unmitigated (Greater than the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Phases 1-3: Less than significant (Less than the project) Phase 4: Significant and unmitigated (Same as the project)
Landform Alteration	Less than significant	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Significant and unmitigated (Greater than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Phases 1 & 3: Less than significant (Less than the Project) Phases 2 & 4: Less than significant (Same as the project)
Development Features	Less than significant	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Phase 1 & 3: Less than significant (Less than the project) Phases 2 & 4: Less than significant (Same as the project)

¹For Issues which involve only construction-related impacts, each phase would be less than for the totality of the project (all phases) being implemented concurrently.

**TABLE 9-1
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY
(continued)**

Environmental Issue Area	Project	No Project (No Develop- ment/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5) ¹
Transportation / Circulation and Parking														
Traffic Capacity	Significant and mitigated	Less than significant Greater than the project	Significant and unmitigated (Greater than the project)	Significant and unmitigated (Greater than the project)	Significant and unmitigated (Greater than the project)	Significant and unmitigated (Greater than the project)	Significant and unmitigated (Greater than the project)	Potentially Significant (Greater than the project)	Significant and mitigated (Greater than the project)	Significant and mitigated (Greater than the project)	Significant and unmitigated (Greater than the project)	Significant and unmitigated (Greater than the project)	Significant and unmitigated (Greater than the project)	Phases 1-3: Significant and unmitigated (Greater than the project); Phase 4: Significant and mitigated (Same as the project)
Circulation and Access	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Same as the project)	Less Than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Greater than the project)	Significant and unmitigated (Greater than the project)	Significant and unmitigated (Greater than the project)	Phase 1: Significant and unmitigated (Greater than the project) Phases 2: Less than significant (Same as the project) Phase 3: Less than significant (Greater than the project) Phase 4: Less than significant (Same as the project)

¹For Issues which involve only construction-related impacts, each phase would be less than for the totality of the project (all phases) being implemented concurrently.

**TABLE 9-1
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY
(continued)**

Environmental Issue Area	Project	No Project (No Develop- ment/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5) ¹
Parking	Less than significant	Less than significant (Greater than the project)	Less than significant (Same as the project)	Potentially significant (Greater than the project)	Potentially significant (Greater than the project)	Less than significant (Greater than the project)	Potentially significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Same as the project)	Phase 1: Less than significant (Greater than the project) Phase 2: Less than significant (Same as the project) Phase 3: Potentially Significant (Greater than the project) Phase 4: Less than significant (Same as the project)
Traffic Hazards	Less than significant	Less than significant (Greater than the project)	Less than Significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Same as the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Phases 1-3: Less than significant (Greater than project) Phase 4: Less than Significant (Same as the project)
Air Quality														
Plan Consistency	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)

¹For Issues which involve only construction-related impacts, each phase would be less than for the totality of the project (all phases) being implemented concurrently.

**TABLE 9-1
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY
(continued)**

Environmental Issue Area	Project	No Project (No Develop- ment/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5) ¹
Air Quality Violations	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
Increase in Particulates or Ozone	Less than significant	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Potentially Significant (Greater than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Phase 1-4 ¹ : Less than significant (less than the project)
Sensitive Receptors (hot spots and air toxics)	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Phases 1-4: Less than significant (Same as the project)
Biological Resources														
Sensitive Species	Significant and mitigated	Less than significant (Less than the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Greater than the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Less than the project)	Phases 1-3: Significant and mitigated (Less than the project) Phase 4: Significant and mitigated (Same as the project)
Sensitive Habitat	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
Wildlife Corridors	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)

¹For Issues which involve only construction-related impacts, each phase would be less than for the totality of the project (all phases) being implemented concurrently.

**TABLE 9-1
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY
(continued)**

Environmental Issue Area	Project	No Project (No Development/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5) ¹
Invasive Species	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
MSCP	Significant and mitigated	Less than significant (Less than the project)	Significant and mitigated (Same as the project)	Less than significant (Less than the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Same as the project)	Less than significant (Less than the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Same as the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Significant and mitigated (Same as the project)	Phases 1, 3 & 4: Less than significant (Less than the project) Phase 2: Significant and mitigated (Same as project)
Energy Use Conservation														
Energy Use	Less than significant	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
Geologic Conditions														
Geologic Hazards	Less than significant	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
Soil Erosion	Less than significant	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)

¹For Issues which involve only construction-related impacts, each phase would be less than for the totality of the project (all phases) being implemented concurrently.

**TABLE 9-1
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY
(continued)**

Environmental Issue Area	Project	No Project (No Develop- ment/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5) ¹
Greenhouse Gas Emissions														
GHG Emissions	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Phases 1-4 ¹ : Less than significant
		(Less than the project)	(Less than the project)	(Less than the project)	(Less than the project)	(Less than the project)	(Less than the project)	(Less than the project)	(Same as the project)	(Same as the project)	(Less than the project)	(Less than the project)	(Less than the project)	(Less than the project)
Consistency with Plans, Policies, and Regulations	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Phases 1-4: Less than significant
		(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)
Health and Safety/ Hazardous Materials														
Hazardous Materials	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Phases 1-4: Less than significant
		(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)
Emergency Response	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Phases 1-4: Less than significant
		(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)
Hydrology														
Runoff & Drainage Patterns	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Phases 1-4: Less than significant
		(Greater than the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Less than the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)
Noise														
Noise/Land Use Compatibility	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Phases 1-4: Less than significant
		(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Less than the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Greater than the project)	(Same as the project)	(Same as the project)	(Same as the project)
Traffic Generated Noise	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Potentially significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Phases 1-4: Less than significant
		(Greater than the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Greater than the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Greater than the project)	(Same as the project)	(Same as the project)	(Same as the project)

¹For Issues which involve only construction-related impacts, each phase would be less than for the totality of the project (all phases) being implemented concurrently.

**TABLE 9-1
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY
(continued)**

Environmental Issue Area	Project	No Project (No Development/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5) ¹
ALUCP Compatibility	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
On-site Generated Noise (parking garage)	Less than significant	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Potentially significant (Greater than the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Phase 1: Less than significant (Less than the project) Phase 2-4: Less than significant (Same as the project)
Temporary Construction Noise	Significant and unmitigated	Less than significant (Less than the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as project)	Significant and unmitigated (Same as project)	Significant and unmitigated (Same as project)	Significant and unmitigated (Greater than the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Phases 1-4: Significant and unmitigated (Same as the project)
Paleontological Resources														
Paleontological Resources	Significant and mitigated	Less than significant (Less than the project)	Significant and mitigated (Same as the project)	Less than significant (Less than the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Same as the project)	Less than significant (Less than the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Same as the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Significant and mitigated (Same as the project)	Phase 1 & 3: Less than significant (Less than the project) Phase 2 & 4: Significant and mitigated (Same as the project)
Public Services and Facilities														
Public Services and Facilities	All: Less than significant	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	Phases 1-4: All: Less than significant (Same as the project)

¹For Issues which involve only construction-related impacts, each phase would be less than for the totality of the project (all phases) being implemented concurrently.

**TABLE 9-1
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY
(continued)**

Environmental Issue Area	Project	No Project (No Develop- ment/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5) ¹
Public Utilities														
Water	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Phases 1-4: Less than significant
		(Less than the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project))	(Same as the project)	(Same as the project)
Wastewater	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Phases 1-4: Less than significant
		(Less than the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)
Solid Waste	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Phases 1, 2 & 4: Less than significant
		(Less than the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)
														Phase 3: Less than significant (Less than the project)
Energy Infrastructure	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Phases 1-4: Less than significant
		(Less than the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)
Water Quality														
Pollutant Discharge	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Less than significant	Phases 1-4: Less than significant
		(Greater than the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)	(Same as the project)

¹For Issues which involve only construction-related impacts, each phase would be less than for the totality of the project (all phases) being implemented concurrently.

**TABLE 9-2
COMPARISON OF PROJECT OBJECTIVES AND ALTERNATIVES**

Project Objectives	No Project (No Development/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5)
Objective 1: Remove vehicles from the Plaza de Panama, El Prado, Plaza de California, the Mall (also called “the Esplanade”), and Pan American Road East while maintaining public and proximate vehicular access to the institutions which are vital to the park’s success and longevity.	No	Partially	Partially	Yes	Partially	Partially	Yes	Yes	Partially	Partially	Partially	Partially	Yes
Objective 2: Restore pedestrian and park uses to El Prado, Plaza de Panama, Plaza de California, the Mall, and re-create the California Garden behind the Organ Pavilion.	No	Partially	Partially	Yes	Partially	Yes	Yes	Yes	Partially	Partially	Partially	Partially	Yes
Objective 3: Improve access to the Central Mesa through the provision of additional parking, while maintaining convenient drop-off, disabled access, and valet parking, and a new tram system with the potential for future expansion.	No	Yes	Partially	Yes	Yes	Yes	Yes	Partially	Yes	Partially	Partially	Partially	Yes
Objective 4: Improve the pedestrian link between the Central Mesa’s two cultural cores: El Prado and the Palisades.	No	Yes	NoPartially	Yes	No	Partially	Yes	Yes	Yes	No	No	No	Yes
Objective 5: Implement a funding plan including bonds that provides for construction of a self-sustaining paid parking structure intended to fund the structure’s operation and maintenance, the planned tram operations, and the debt service on the structure only.	No	No	No	No	No	No	No	No	No	No	No	No	Yes
Objective 6: Complete all work prior to January 2015 for the 1915 Panama-California Exposition centennial celebration.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No

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TABLE 9-3
ROADWAY SEGMENT TRAFFIC IMPACT SUMMARY WEEKDAY

Roadway Segment		Proposed Project		No Project/Alt. 1		Alternative 2		Alternative 3A		Alternative 3B		Alternative 3C		Alternative 3D		Alternative 4Ai		Alternative 4Aii		Alternative 4Bi		Alternative 4Bii		Alternative 4Biii		Alternative 4Biv	
		2015	2030	2015	2030	2015	2030	2015	2030	2015	2030	2015	2030	2015	2030	2015	2030	2015	2030	2015	2030	2015	2030	2015	2030	2015	2030
1	Park Boulevard between Robinson Avenue and Upas Street	X	X	X	X	SM	SM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	SM	SM	X	X	X	X
9	Sixth Avenue between Robinson Avenue and Upas Street		XU		XU	SU	SU		SU		SU		SU		SU		XU		XU		XU	SU	SU		XU		XU
10	Sixth Avenue between Upas Street and Quince Drive						SU		SU		SU		SU		SU							SU					
13	Sixth Avenue between Elm Street-I-5 NB Off Ramp and Ash Street		XU		XU		SU		XU		XU		XU		XU		XU		XU		XU		SU		XU		XU
17	Robinson Avenue between Sixth Avenue and Vermont Street	X	X	X	X	SM	SM	SM	SM	SM	SM	SM	SM	SM	SM	X	X	X	X	X	X	SM	SM	X	X	X	X
18	Robinson Avenue between Vermont Street and Park Boulevard						X		SU		SU		X		SU							X					
20	El Prado between Sixth Avenue and Balboa Drive		XU		XU												XU		XU		XU				XU		XU
21	El Prado between Balboa Drive and Plaza De Panama		XU		XU												XU		XU		XU				XU		XU
22	Presidents Way west of Park Boulevard					SM	SM		SM		SM											SM	SM				
24	Zoo Place east of Park Boulevard						SU															SU					
26	A Street between Sixth Avenue and Park Boulevard	X	XU	X	XU		XU	SU	SU	SU	SU	SU	SU	X	SU	X	XU	X	XU	X	XU		XU	X	XU	X	XU
28 / 31	Presidents Way east of Pan American RoadWay			X	X																			X	X		
29	Centennial Road south of El Prado ¹		X														X		X								
33	The Mall (Esplanade) south of El Prado ²				XU		XU														XU			SU	SU	SU	SU

¹Does not occur under No Project/Alt. 1.

²Pedestrianized under the Project.

LEGEND:

X = Poorly Operating Roadway Segment (Level of Service E or F); Segment operates poorly even without construction of the Alternative
XU = Poorly Operating Roadway Segment (Level of Service E or F); Segment operates poorly even without construction of the Alternative, condition cannot be mitigated.
SM = Significant Impact as a result of the Alternative, that can be Mitigated
SU = Significant Impact as a result of the Alternative, that cannot be Mitigated

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TABLE 9-4
INTERSECTION TRAFFIC IMPACT SUMMARY SATURDAY

Intersection		Proposed Project		No Project/Alt. 1		Alternative 2		Alternative 3A		Alternative 3B		Alternative 3C		Alternative 3D		Alternative 4Ai		Alternative 4Aii		Alternative 4Bi		Alternative 4Bii		Alternative 4Biii		Alternative 4Biv		
		2015	2030	2015	2030	2015	2030	2015	2030	2015	2030	2015	2030	2015	2030	2015	2030	2015	2030	2015	2030	2015	2030	2015	2030	2015	2030	
6	Park Boulevard/Space Theatre Way	X	X	X	X		X	SM	SU	SM	SU	SM	SU	SM	SU	X	X	X	X	X	X		X	X	X	X	X	X
8	Park Boulevard/Presidents Way		X		X		X	SM	SM	SM	SM		X	SM	SM		X		X		X		X		X		X	X
9	Park Boulevard/SR-163 NB Ramps		XU		XU				XU		XU		XU		SU		XU		XU		XU				XU		XU	
14	Sixth Avenue/Robinson Avenue		X		X		SM		SM		SM		SM		SM		X		X		X		SM		X		X	
24	El Prado/Plaza De Panama			X	XU																			SU	SU	SU	SU	
25	Pan American Road/Organ Pavilion Lot				X																				X			
26	Pan American Road/Presidents Way				XU																		XU		XU			
27	Presidents Way/Organ Pavilion Lot				X				SM				SM										SM		X			
28	Presidents Way/Federal-Aerospace Lot			X	X		SM		SM		SM		SM		SM	SM	SM	SM	SM	SM	SM	SM	SM	X	X	SM	SM	
34	Presidents Way/Centennial Road		SM				SM				SM							SM	SM		SM							SM

LEGEND:
X = Poorly Operating Intersection (Level of Service E or F); intersection Segment operates poorly even without construction of the Alternative
XU = Poorly Operating Intersection (Level of Service E or F); intersection Segment operates poorly even without construction of the Alternative, condition cannot be mitigated.
SM = Significant Impact as a result of the Alternative, that can be Mitigated
SU = Significant Impact as a result of the Alternative, that can-not be Mitigated

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9.3.1 No Project (No Development/Existing Condition) Alternative

The No Project (No Development/Existing Condition) Alternative is addressed to compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. Pursuant to CEQA Guidelines Section 15126.6(e)(3)(B), *“If the project is other than a land use or regulatory plan, ...the ‘no project’ alternative is the circumstance under which the project does not proceed.”*

9.3.1.1 Description of the No Project (No Development/Existing Condition) Alternative

The No Project (No Development/Existing Condition) Alternative would maintain Balboa Park in its current condition and would be equivalent to the existing environmental setting (Figures 9-1a and 9b). The No Project (No Development/Existing Condition) Alternative would maintain the existing patterns of vehicle and pedestrian access to portions of Balboa Park including El Prado, Plaza de California, Plaza de Panama, the Mall, and Pan American Road. Therefore, under this alternative, the Centennial Bridge and Road would not be constructed; the Alcazar parking lot would remain in its existing configuration and the Palm Canyon walkway to the intersection with Pan American Road would not be constructed; and no pedestrian restoration or other landscape and hardscape improvements would occur within Plaza de California, El Prado, Plaza de Panama, the Mall, or Pan American Road. The Organ Pavilion parking lot would remain as is, with no construction of an underground parking structure or rooftop park.

Traffic flow would follow via the current pattern:

- Two-way vehicular traffic entering the Park from the west proceeds across Cabrillo Bridge and enters El Prado through Plaza de California.
- Traffic proceeds along El Prado and into Plaza de Panama, where limited parking is available.
- Cars continue south toward the Alcazar parking lot or the Organ Pavilion parking lot via Pan American Road.
- An existing tram circulates through the Park daily, providing shuttle service from the existing Inspiration Point lot to several tram stop locations.
- The tram continues west along El Prado, Plaza de California, and Cabrillo Bridge off-site to Sixth Avenue where it proceeds north to the next corner and circles back into the Park on Balboa Drive.

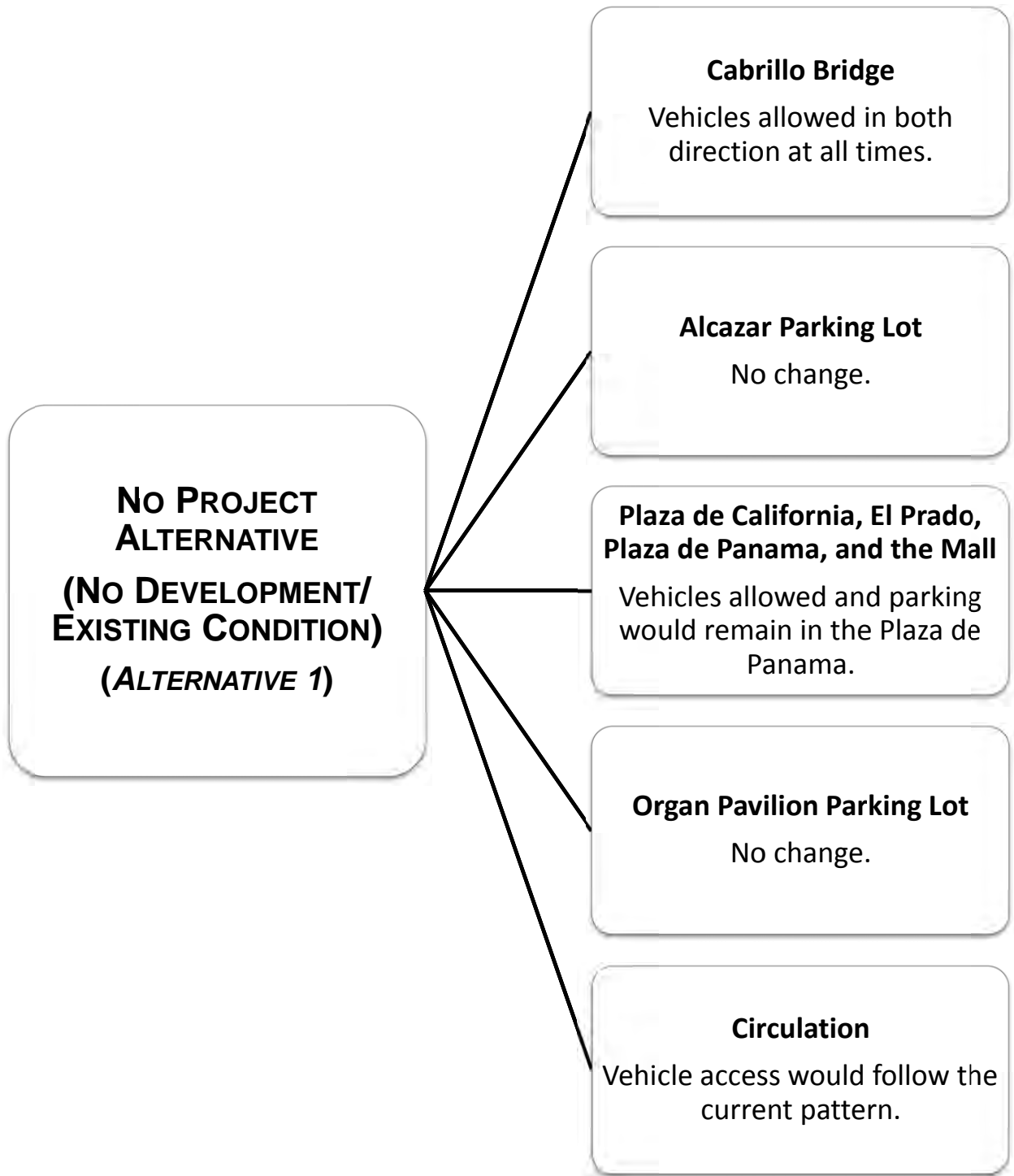
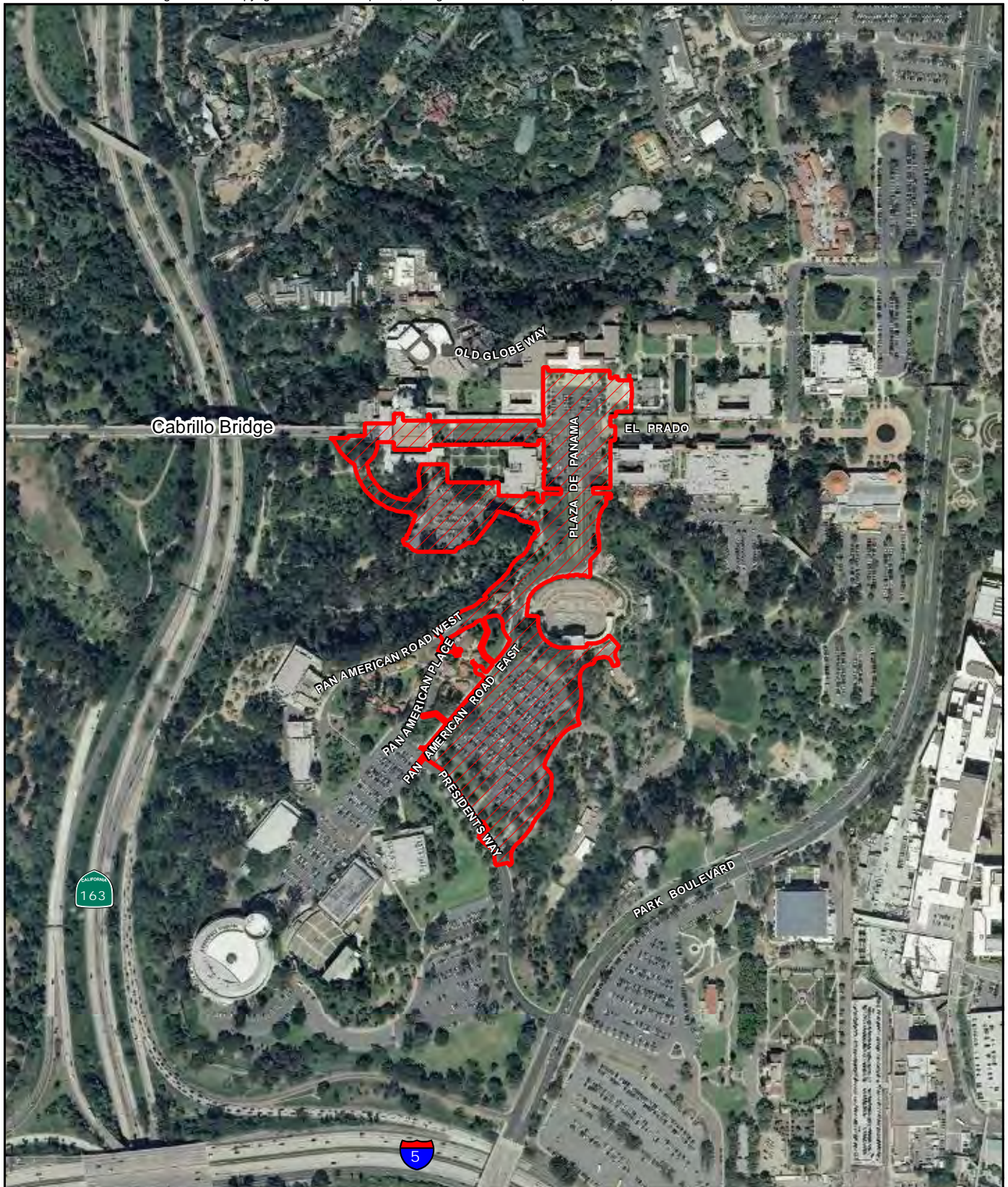


FIGURE 9-1a
No Project Alternative
(No Development/Existing Condition)
Alternative 1



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0 Feet 500

 Project Area

FIGURE 9-1b
No Project Alternative

9.3.1.2 Environmental Analysis of the No Project (No Development/Existing Condition) Alternative

a. Land Use

Issues 1 and 2: Development Standards and Plan Consistency

Because no project or construction would occur under this alternative, no deviations from development standards or amendments from existing adopted plans would be required. The significant secondary land use effects associated with the project's required deviation from the Historical Resources Regulations (HRR) and inconsistency with General Plan, BPMP and CMPP policies relating to historic preservation would not occur under this alternative. However, the No Project/No Development Alternative would not accomplish other goals of the BPMP and CMPP, specifically those related to the removal of pedestrian/vehicular conflicts and pedestrianization of the Plaza de Panama. Overall, this alternative would avoid significant impacts to historical and visual resources that would occur with the project. Secondary land use impacts (attributed to plan inconsistency) would be less than significant and less than the project.

Issue 3: Land Use Incompatibility

Under the No Project/No Development Alternative no changes in land use or development and intensity would occur within the project area. There are approximately 20 locations within the project vicinity that currently experience pedestrian/vehicular conflicts, all of which would remain under the No Project/No Development Alternative (Appendix D-1). Like the project, impacts associated with land use incompatibility would be less than significant.

Issue 4: San Diego International Airport ALUCP Compatibility

Because no project or construction would occur under this alternative, no inconsistency with the ALUCP would occur. Impacts would be less than significant and the same as the project.

b. Historical Resources

Issue 1: Historic Resources (Built Environment)

The project site is located within the NHL, which is considered a significant historical resource pursuant to CEQA and the City's 2011 Significance Thresholds. Because the Centennial Bridge would not be constructed under this alternative, there would be no impact on the historical integrity of the Cabrillo Bridge/California Quadrangle Complex, and the significant unmitigated project impact associated with the Centennial Bridge component of the project would be avoided. No impacts to Historic Resources would occur, and impacts would be less than the project.

Issue 2: Archaeological Resources

As discussed in Section 4.2, two prehistoric resource sites, 6095-HJP-1 and 6095-HJP-2, were discovered during project surveys, and there are additionally two previously recorded cultural resources within the project area. In general, throughout the Park there is the possibility of subsurface prehistoric or historic deposits to be present that could be uncovered during construction activities. This alternative would not disturb existing ground cover, and no impacts would occur. The significant but mitigated project impact would be avoided with this alternative.

Issue 3: Religious/Sacred Uses

Because there are no known Native American religious or sacred uses within the Park or immediate vicinity, implementation of the project or this alternative would have no impacts to religious and sacred uses. As with the project, impacts would be less than significant for this alternative.

Issue 4: Human Remains

Because there are no known burial sites or cemeteries within the Park or immediate vicinity, it is not expected that human remains would be disturbed as a result of the project or this alternative. As with the project, impacts would be less than significant for this alternative.

c. Visual Effects and Neighborhood Character

Issues 1-4: Public Views, Architectural Style, Landform Alteration, Development Features

As discussed in Section 4.3, the visual quality of the project site would be significantly impacted due to incompatible architectural style associated with the Centennial Bridge. Under this alternative, the visual character of the Park would remain as it currently exists. Because the No Project (No Development/Existing Condition) Alternative offers no physical changes to the topography or landscape or structures of the project site, there would be no change in any existing views or visual quality of the structures and context of the project site. Impacts to visual resources associated with this alternative would be less than significant and less than the project.

d. Transportation/Circulation and Parking

Issue 1: Traffic Capacity

Based on the TIA, all study area roadways currently operate at LOS D or better on a daily basis. Also, all the external (outside of the Park) and internal Balboa Park intersections currently operate at LOS C or better during the weekday AM and PM peak

periods. All internal Balboa Park key intersections currently operate at LOS D or better during the weekend AM and PM peak periods except the intersection of El Prado/Plaza de Panama that operates at LOS F. This poor operation is due primarily to the high number of pedestrian/vehicular conflicts within the area. The roadway failures, discussed below, are not considered 'impacts' because they would occur in the near-term and 2030, if no improvements were made.

In 2015, the No Project (No Development/Existing Condition) Alternative would have a total of three intersections and four roadway segments that operate poorly (below LOS D), two of which could not feasibly be improved to acceptable LOS and are listed below. The following roadway segment is already built to its ultimate street classification, thus unmitigable:

- A Street between Sixth Avenue and Park Boulevard

The following intersection has high traffic and pedestrian volumes and already built to its ultimate street classification, thus unmitigable:

- El Prado/Plaza de Panama

In 2030, the No Project Alternative would have a total of nine intersections and nine roadway segments that operate poorly, nine of which could not feasibly be improved to acceptable LOS and are listed below.

The following roadway segments are already built to their ultimate street classifications, thus unmitigable:

Segments

- Sixth Avenue between Robinson Avenue and Upas Street
- Sixth Avenue between Elm Street and Ash Street
- A Street between Sixth Avenue and Park Boulevard
- El Prado between Sixth Avenue and Balboa Drive
- El Prado between Balboa Drive and Plaza de Panama
- Esplanade south of El Prado

The following intersections have high traffic volumes and already built to their ultimate street classifications, thus unmitigable:

- Park Boulevard/SR-163 NB on-ramp

- El Prado/Plaza de Panama
- Pan American Road/Presidents Way

Similar to existing conditions, the intersection of El Prado/Plaza de Panama would continue to operate at a LOS F and would have increased queuing lengths in the near-term and in 2030. The No Project (No Development/Existing Condition) Alternative would yield worse conditions with respect to traffic capacity compared to the project in both the near-term (2015) and in 2030.

Issue 2: Circulation and Access

The No Project (No Development/Existing Condition) Alternative would maintain the existing two-way patterns of vehicle and pedestrian access to the Central Mesa including travel across the Cabrillo Bridge, along El Prado, through the Plaza de California, Plaza de Panama, the Mall, and Pan American Road East. At present, vehicle circulation operates efficiently, with the exception of the numerous pedestrian/vehicular conflict areas that impede the flow of traffic. In addition, there are no constraints to emergency access in the No Project (No Development/Existing Condition) Alternative. Impacts under the No Project Alternative would be less than significant and the same as the project.

Issue 3: Parking

There are three existing parking areas within the project area totaling 575 parking spaces: the Alcazar parking lot (136 spaces), Plaza de Panama (65 spaces), and the Organ Pavilion parking lot (367 spaces), all of which include ADA parking (5 spaces in Alcazar parking lot, 21 spaces in Plaza de Panama, 10 spaces in Organ Pavilion parking lot). Valet/drop-off locations occur in front of the House of Hospitality at the southeast corner of the Plaza de Panama, and on the south side of the Plaza de California across from the Museum of Man during special events. Informal pick-up/drop-offs associated with the Old Globe Theatre and proximate museums also occur at this, and other locations, throughout the Park. The net project gain of ~~273~~260 parking spaces would not occur under this alternative. However, existing parking quantity is not considered lacking (except during large special events). Therefore, parking impacts would be less than significant with the No Project Alternative, but greater than the project, which would add spaces within the Central Mesa.

Issue 4: Traffic Hazards

As described above, the Plaza de Panama area currently has numerous locations of pedestrian/vehicular conflicts, a situation which is exacerbated during the weekend peak periods and is mainly due to the vehicular access, ADA parking, valet and tram pick-up/drop-off operations being confined into this single area with high pedestrian traffic.

Whereas the project would resolve 14 of these 20 conflict areas; all 20 would remain with the No Project (No Development/Existing Condition) Alternative. Because the No Project (No Development/Existing Condition) Alternative would not increase traffic hazards, impacts would be less than significant, but greater than the project.

e. Air Quality

Issue 1: Plan Consistency

The No Project (No Development/Existing Condition) Alternative, like the project, would not include a change in land use and is consistent with the RAQS. Plan consistency impacts would be less than significant and the same as the project.

Issue 2: Violation of Air Quality Standards

Like the project, the No Project Alternative would not contribute to an exceedance of air quality standards because it would not introduce any new stationary sources of emissions. Impacts for the No Project (No Development/Existing Condition) Alternative would be less than significant and similar to the project.

Issue 3: Increase in Particulates or Ozone

The No Project (No Development/Existing Condition) Alternative would not generate emissions of these pollutants because no construction-related activities would occur. The project's estimated construction and operation emissions were found to not exceed applicable standards for criteria pollutants. Therefore, impacts for both the No Project (No Development/Existing Condition) Alternative and the project would be less than significant.

Issue 4: Sensitive Receptors

The potential for exposure of sensitive receptors to substantial pollutant concentrations was evaluated for the project in both the existing conditions and the future project conditions. The results of this analysis, summarized in Section 4.5, indicate that impacts for both the No Project (No Development/Existing Condition) Alternative and the project would be similar and less than significant.

f. Biological Resources

Issue 1: Sensitive Species

No demolition or construction activities would result under the No Project (No Development/Existing Condition) Alternative. Therefore, there would be no removal or disturbance of any on-site vegetation or land coverings. The potentially significant but mitigated project impacts to biological resources (nesting raptors) associated with

construction activities would, therefore, be avoided by this alternative. Impacts would be less than significant and less than the project.

Issues 2-4: Sensitive Habitat/Wildlife Corridors/Invasive Species

No sensitive vegetation communities, sensitive habitats, or wildlife corridors occur within the project area, and no impacts to these resources would occur with the project. Neither the project nor this alternative would introduce invasive species in the project area. Impacts would be less than significant and the same as the project.

Issue 5: MSCP

The project area is not adjacent to the City of San Diego's MHPA. However, the project would dispose of soil export from grading operations off-site at the Arizona Street Landfill on the East Mesa, which is adjacent to MHPA land in Florida Canyon. Under the No Project (No Development/Existing Condition) Alternative no construction would occur, and therefore, this alternative would avoid the project's potentially significant, but mitigated impacts to the MHPA. Impacts would be less than significant and less than the project.

g. Energy Conservation

Issue 1: Energy Use

As discussed in Section 4.7, energy consumption would result from both short-term construction needs and long-term operational activities. The No Project (No Development/Existing Condition) Alternative would not result in any increase in energy use because it would not include any construction activities, nor would it increase the intensity of any operations in the Park. Impacts would be less than significant, and less than the project.

h. Geologic Conditions

Issues 1-3: Geologic Hazards/Unstable Geologic Unit/Erosion

As discussed in Section 4.8, the project site is categorized as having both "nominal" and "low" geologic risk potential. The No Project (No Development/Existing Condition) Alternative would not result in the construction, realignment, or restructuring of the existing roadways and structures in the Park. Thus, there would be no grading or excavation activities under this alternative to disturb the undocumented fill or result in other geologic hazards, and impacts would be less than significant and less than the project.

i. Greenhouse Gases

Issues 1 and 2: GHG Emissions and Consistency with Plans, Policies, and Regulations

The GHG analysis conducted for the project in Section 4.9 estimated that existing GHG emissions from the project area were minimal and not cumulatively considerable. The project's net GHG emissions were also found to be not considerable. Therefore, both the No Project Alternative and the project would have less than significant GHG impacts; though impacts under the No Project (No Development/Existing Condition) Alternative would be less than the project.

j. Health and Safety/Hazardous Materials

Issues 1: Hazardous Materials

No hazardous materials have been identified on the project site. Like the project, implementation of the No Project (No Development/Existing Condition) Alternative, would not create a significant hazard to the public or the environment through release of hazardous materials. Impacts associated with health and safety and hazardous materials under this alternative would be less than significant for both the project and this alternative.

Issue 2: Emergency Response

No changes to circulation or emergency access routes would occur under the No Project (No Development/Existing Condition) Alternative; therefore, impacts to emergency response would be less than significant under this alternative and would be similar to those of the project.

k. Hydrology

Issues 1 and 2: Runoff and Drainage Patterns

The project would result in a slight increase to impervious surfaces within the project site; however, the overall drainage area, as well as, the drainage characteristics in the post-project condition would remain similar as compared to the pre-project conditions (see Table 4.11-1). Additionally, the project would include permanent storm water management facilities, including LID BMPs and/or Treatment Control BMPs that would help further manage, detain, and attenuate post-project runoff flows prior to discharge from the project. Because the No Project (No Development/Existing Condition) Alternative would not result in the need for storm water improvements, impacts associated with drainage would be less than significant and less under this alternative than the project.

Conversely however, because current storm water standards are more stringent than in the past, implementation of current LID BMPs could improve the hydrologic condition within the project site. Since no LID practices or BMPs would be implemented under the No Project Alternative, runoff impacts would be greater under the No Project (No Development/Existing Condition) Alternative.

I. Noise

Issue 1: Noise/Land Use Compatibility

Like the project, the No Project (No Development/Existing Condition) Alternative would not increase ambient noise levels. Therefore, impacts associated with this alternative would be less than significant; same as the project. .

Issue 2: Traffic-Generated Noise

Like the project, the No Project (No Development/Existing Condition) Alternative would not increase noise levels associated with traffic; therefore, impacts associated with traffic-generated noise would be less than significant. However, given that vehicles would still utilize El Prado, the Plaza de California, Plaza de Panama, the Mall, and Pan American Road East, traffic noise would be more noticeable than with the project, which would reroute vehicles around these pedestrian use areas. Impacts associated with traffic-generated noise would be less than significant, but greater than under the project.

Issue 3: ALUCP Compatibility

The ALUCP for the SDIA (i.e., Lindbergh Field) shows that the southerly portion of the Park lies within the 60–65 CNEL contour of the airport. This is shown in Figure 4.12-2. The No Project (No Development/Existing Condition) Alternative would not include any noise-sensitive uses within the airport contours. Therefore, this alternative, same as the project, would have less than significant ALUCP/aircraft noise compatibility impacts.

Issue 4: On-Site Generated Noise

The No Project (No Development/Existing Condition) Alternative would not include any new on-site noise generator (such as the parking structure included in the project). Therefore, impacts due to noise-generating uses for this alternative would be less than significant and less than the project.

Issue 5: Temporary Construction Noise

This alternative would avoid exposure of people to short-term noise impacts, since there would be no construction activities under the No Project Alternative; temporary noise impacts would be less than significant and less than the project.

m. Paleontological Resources

Issue 1: Paleontological Resources

As discussed in Section 4.13, the project site is located within an area known to have moderate and high paleontological resource sensitivity. Grading operations associated with the project would exceed the City's volume and depth thresholds for both moderate and high sensitivity areas. Therefore, impacts resulting from construction of the project would be potentially significant and require mitigation in the form of paleontological monitoring. The No Project (No Development/Existing Condition) Alternative would not result in the construction, and would therefore not disturb any potential paleontological resources. Impacts to paleontological resources under this alternative would, therefore, be less than significant and less than the project.

n. Public Services and Facilities

Issue 1: Fire, Police and Public Facilities/Roads Maintenance

The No Project (No Development/Existing Condition) Alternative would maintain the existing pedestrian/vehicular circulation system within the project site and would not increase Park visitorship, similar to the project. There would be no effect upon, or result in, a need for new or altered public services under this alternative. Impacts to public services and facilities under the No Project (No Development/Existing Condition) Alternative would be less than significant and similar to the project.

o. Public Utilities

Issues 1-4: Water, Wastewater, Solid Waste, Energy Infrastructure

The No Project (No Development/Existing Condition) Alternative would not increase demands on public utilities, including water, wastewater, energy infrastructure, or solid waste whereas the project would result in an increase, though less than significant. Therefore, this alternative would have a less than significant impact on public utilities and would be less than the project.

p. Water Quality

Issue 1: Pollutant Discharge

To meet the City's water quality requirements, the project design would incorporate permanent storm water management features and hydromodification management design features to maintain or reduce pollutant discharge. The No Project (No Development/Existing Condition) Alternative would not incorporate these features.

Additionally, because current storm water standards are more stringent than in the past, implementation of current LID BMPs could improve the hydrologic condition within the project site. Since no LID practices or BMPs would be implemented under the No Project Alternative, runoff impacts would be greater under the no project condition. Impacts to water quality would be less than significant, but greater than under the project.

9.3.1.3 Conclusion Regarding the No Project (No Development/Existing Conditions) Alternative

Should the No Project (No Development/Existing Condition) Alternative be implemented, the project's significant impacts associated with land use (plan consistency), historical resources (built environment, archaeological resources), visual quality (architectural style), biological resources (raptors, MSCP), construction noise, and paleontological resources would not occur.

The No Project (No Development/Existing Condition) Alternative would not provide any of the project's benefits, including: pedestrian improvements; resolution of pedestrian/vehicular conflicts; free and open parkland or additional parking.

Also, under this alternative no improvements to internal or external Park circulation would occur, resulting in three failing intersections and four failing roadway segments in the near-term and nine failing intersections and nine failing roadway segments in 2030. The project also would install LID storm water and drainage facilities within the project area, which may result in improved water quality of runoff than in under the existing condition. These benefits would be foregone under this alternative. Further, while adoption of the No Project (No Development/Existing Condition) Alternative would maintain the existing condition of the site and avoid several of the project's significant impacts, none of the project objectives would be attained.

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9.3.2 No Project/Central Mesa Precise Plan Alternative

The following discussion of the No Project (~~Adopted Plan~~~~No Development~~) Alternative is based on the CEQA Guidelines Section 15126.6(e)(3)(A) which states:

When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future. Typically this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.

The No Project/Central Mesa Precise Plan Alternative (hereafter, the CMPP Alternative) examines what would be reasonably expected to occur in the foreseeable future if the project and corresponding CMPP Amendment were not approved and future improvements to the Park proceeded based on the plans and policies of the adopted CMPP.

The Description of the CMPP Alternative, included below, relies solely on details found within the CMPP; therefore, if project components are not addressed in this alternative, it is because the CMPP is silent in regard to those project improvements. The CMPP is internally inconsistent with regard to future improvements within the Alcazar parking lot. The circulation element of the CMPP indicates that all of the existing parking spaces (137) are to be retained within the Alcazar parking lot. A recommendation within the circulation element specifies "Use Alcazar parking lot to accommodate the majority of disabled parking spaces in the Prado area." Due to the larger parking space size required to comply with ADA standards, the retention of all existing spaces and the accommodation of ADA spaces, are incompatible objectives. The CMPP Alternative complies with the latter, and assumes that the Alcazar parking lot would be regraded, similar to the project, and reconfigured in order to accommodate the majority of ADA parking in proximity to the Prado, as detailed below.

9.3.2.1 Description of the Central Mesa Precise Plan Alternative

Consistent with the adopted CMPP, this alternative would provide one-way eastbound vehicular access from the West Mesa during tram service hours (9:30 A.M. to 5:00 P.M.), and two-way vehicular access during non-tram service hours. Vehicles would access the Central Mesa via the Cabrillo Bridge. Passenger drop-off zones would be provided along El Prado. Traffic would be routed to the southwest corner of the Plaza de Panama, and parking would be removed from the Plaza allowing only passenger drop-off and tram loading/unloading, enabling approximately three-fourths of the Plaza to be reclaimed for pedestrian use. Landscape and hardscape improvements would be implemented with the CMPP Alternative, including new lawn panels, trees, and furniture.

The circulation plan would route one-way traffic to the Alcazar parking lot via the existing access drives from the Mall. The Alcazar parking lot would be regraded, similar to the project, and reconfigured in order to accommodate the majority of ADA parking in proximity to the Prado. The parking lot would include 56 accessible spaces at a 2 percent slope. Both the intra-park tram and vehicles would utilize the western portion of the Mall and bicycles and pedestrian traffic would flow on the east side of the Mall roadway. Similar to the project, vehicular traffic would use Centennial Road, which connects the Mall to a new subterranean parking structure located behind the Organ Pavilion. An underground parking structure with a rooftop park would be constructed at the location of the existing Organ Pavilion parking lot. This lot would hold 1,000 to 1,500 spaces, thus resulting in a net gain in parking, compared to the existing condition, of approximately 568 to 1,068 spaces. Export soil generated from the parking structure excavation would be disposed of at the Arizona Street Landfill, similar to the project.

The portion of Pan American Road East, adjacent to the new parking structure, would be converted to a narrow pedestrian promenade. The Pan American Promenade would connect the rooftop park to the Organ Pavilion. The intra-park tram would travel from the western side of the Mall onto the Pan American Promenade and into Pan American Plaza, outside the project area. This alternative is depicted in Figures 9-2a and 9-2b.

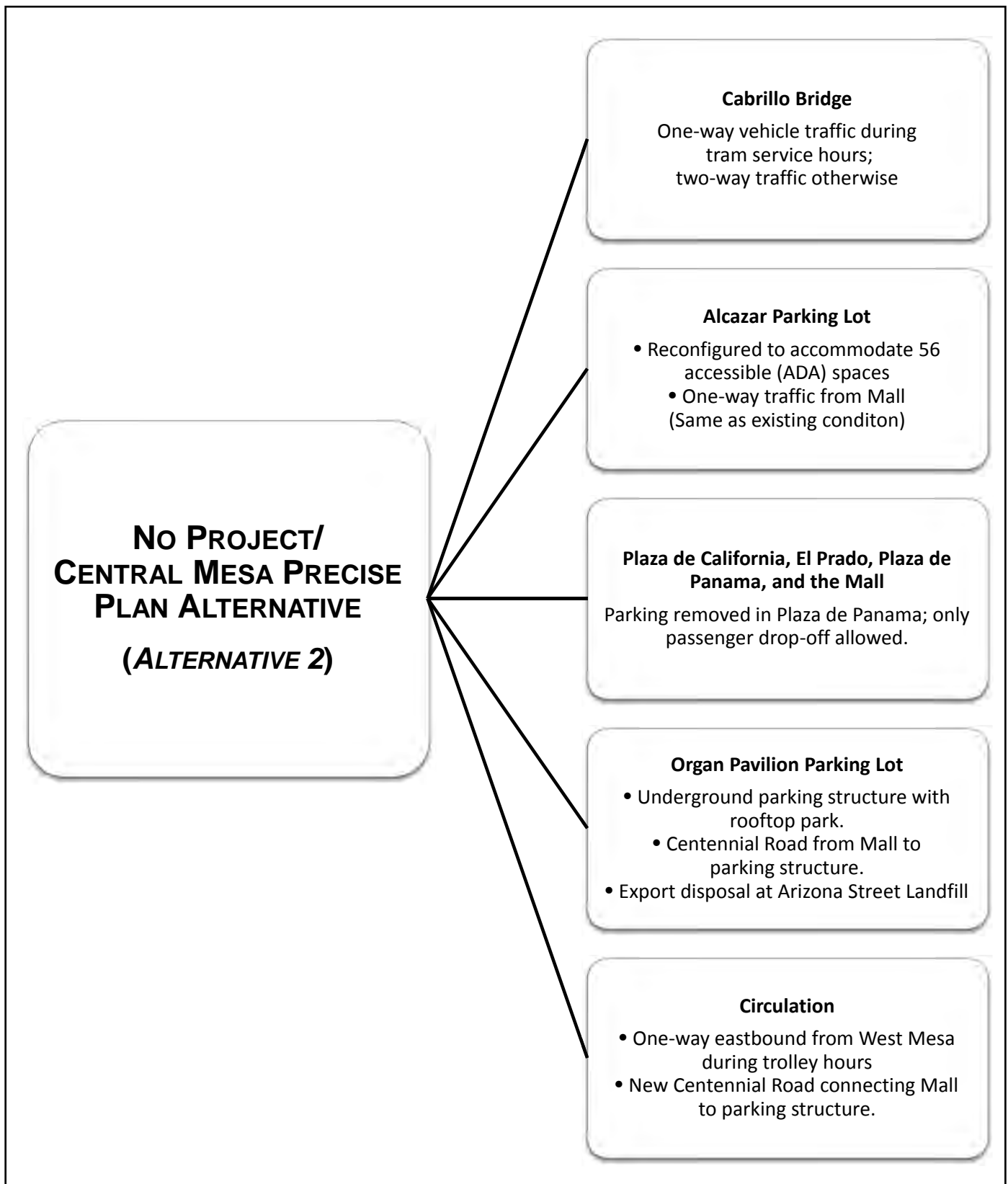
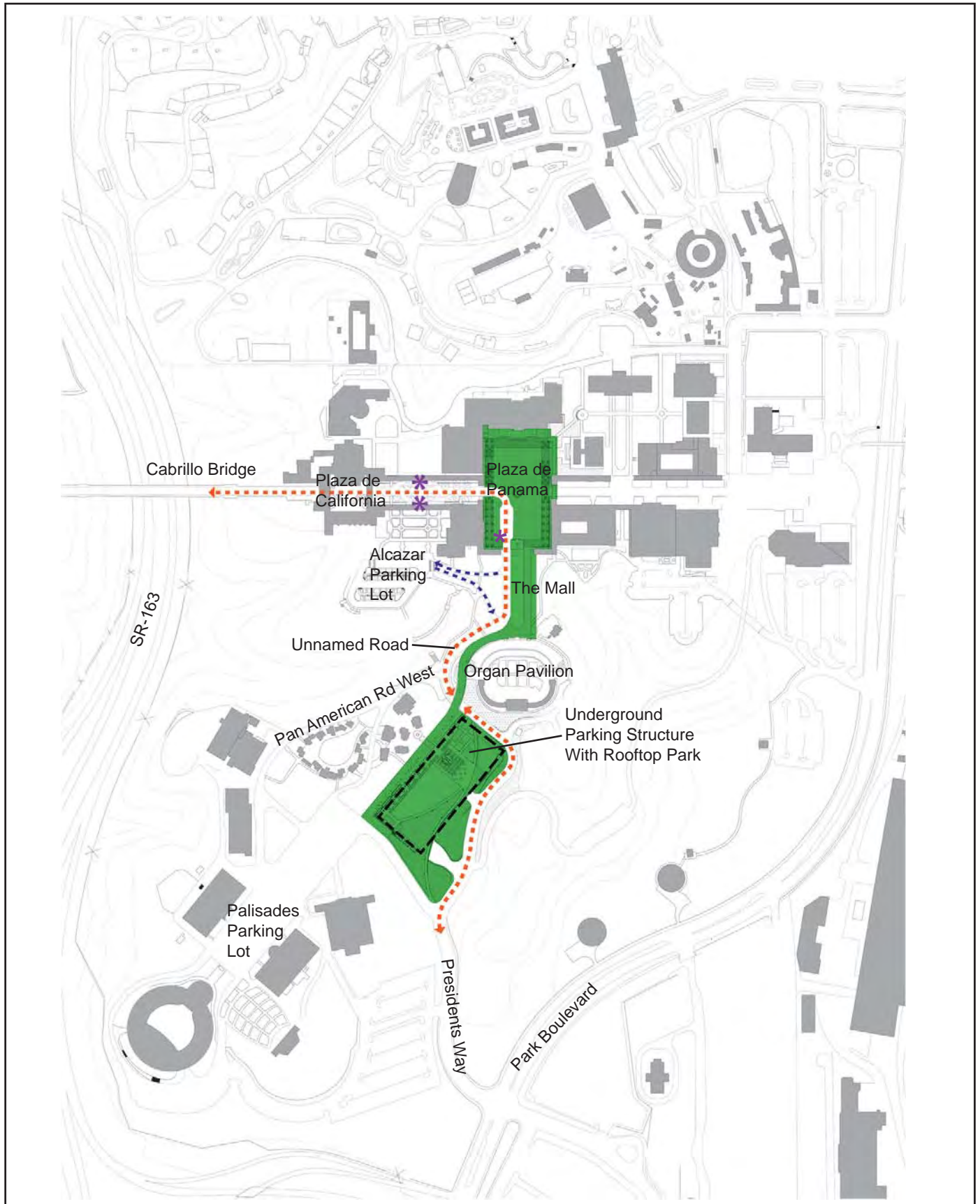







FIGURE 9-2a
No Project/Central Mesa Precise Plan Alternative
Alternative 2



- | | |
|--|---|
|  Parkland Reclamation |  Parking Structure |
|  Two-way Vehicle Access |  Drop-off Location |
|  One-way Vehicle Access | |

No Scale



FIGURE 9-2b
CMPP Alternative (Alt 2)

9.3.2.2 Environmental Analysis of the Central Mesa Precise Plan Alternative

a. Land Use

Issue 1: Development Standards

The CMPP Alternative would conform to and not require deviations from the City's AEOZ or ESL Regulations. This alternative would avoid impacts associated with the Centennial Bridge and HRR non-conformance. However, construction of a portion of Centennial Road under the CMPP Alternative would require a deviation from the City's HRR, because the roadway would conflict with SOI Rehabilitation Standards 2 and 9. As described in detail in Section 4.2, this deviation would not, however, result in a significant impact to an historical resource because it would not impact any contributing features of the NHL, and it would not demolish, destroy, relocate or alter the NHL such that it would be materially impaired.

The Centennial Road component also requires a deviation from the City's Street Design Manual with respect to the commercial local street section. Secondary impacts associated with traffic hazards would be less than significant. Overall, secondary land use impacts associated with development standard nonconformance would be less than significant with this alternative and less than the project.

Issue 2: Plan Consistency

General Plan Consistency

Since it would not include the Centennial Bridge, which requires alterations to the historic Cabrillo Bridge/California Quadrangle complex and the NHL, the CMPP Alternative would be consistent with historic preservation, recreation, and urban design policies contained in the City's General Plan. No secondary land use impacts associated with General Plan inconsistencies would occur. Impacts would be less than the project.

BPMP and CMPP Consistency

According to the CMPP Supplemental EIR, retention of one-way traffic on the Cabrillo Bridge to the Organ Pavilion parking structure via El Prado and the Mall would not fully implement a primary goal of both the BPMP and CMPP, which is the elimination of pedestrian/vehicular conflicts in the West Prado and Palisades areas. The Supplemental EIR concluded that no mitigation measures or alternatives were available that would completely avoid or mitigate traffic, land use, and visual quality impacts associated with existing and proposed Park improvements under the Precise Plan. Therefore, both the project and CMPP Alternative would result in significant and unmitigated secondary land use impacts associated with inconsistencies with the BPMP.

However, due to the CMPP Alternative's greater consistency with BPMP and CMPP policies pertaining to historic preservation, secondary land use impacts to historical resources associated with this alternative would be less than with the project.

East Mesa Precise Plan

Both the project and the CMPP Alternative would export soil excavated for construction of the Organ Pavilion parking structure to the Arizona Street Landfill on the East Mesa, an activity which would be consistent with the reclamation program for the Landfill. Therefore, similar to the project, the CMPP Alternative would be consistent with the EMPP.

MSCP Subarea Plan

The Florida Canyon MHPA is adjacent to a portion of the Arizona Street Landfill. The placement of soil export and grading operations within the Arizona Street Landfill disposal site has the potential to result in significant indirect impacts to the MHPA associated with noise, lighting, drainage, and the introduction of invasive plants. Implementation of mitigation measure **LU-1** for MHPA Adjacency would reduce impacts to less than significant for both this alternative and the project.

Issue 3: Land Use Incompatibility

The CMPP Alternative would be consistent with the adopted land use designation and intensity; be compatible with surrounding development patterns; reduce pedestrian/vehicular conflicts, and facilitate better access to Park amenities located within the Central Mesa. This alternative would remove vehicles from the existing Organ Pavilion parking lot and Pan American Road East. However, it would not remove vehicles from the El Prado, Plaza de California or the Mall and, therefore, it would not entirely meet the vision of the Master Plan - the elimination of pedestrian/vehicular conflicts in El Prado and Palisades areas. This alternative would yield less than significant land use incompatibility results, similar to the project.

Issue 4: San Diego International Airport ALUCP Compatibility

This alternative would not require an amendment to the BPMP or CMPP, and therefore, would not need to be submitted to either the ALUC for a consistency determination or to the Federal Aviation Association (FAA) for a determination of no hazard. In short, the CMPP Alternative would be consistent with the SDIA ALUCP, and impacts would be less than significant and the same as the project.

b. Historical Resources

Issue 1: Historic Resources (Built Environment)

The CMPP Alternative would not include the Centennial Bridge and, therefore, would avoid significant and unmitigated impacts to the NHLHD that are associated with the project.

The construction of Centennial Road under the CMPP Alternative would alter the existing circulation network in the NHLHD and would not be consistent with SOI Rehabilitation Standards 2 and 9; however, the adverse effect would not be considered significant, since it would not demolish, destroy, relocate or alter the NHLHD such that it would be materially impaired. Thus, the impact of the Centennial Road would be less than significant. Impacts under the CMPP Alternative would be less than significant and less than the project.

Issue 2: Archaeological Resources

The archaeological resources analysis summarized in Section 4.2 concluded that throughout the Park there is the possibility of subsurface prehistoric or historic deposits to be present that could be uncovered during construction activities. Therefore, a potentially significant impact could result from construction of the CMPP Alternative. The same mitigation measure **HR-1** for the project could be applied to the CMPP Alternative to reduce archaeological impacts to less than significant, similar to the project.

Issue 3: Religious/Sacred Uses

Because there are no known Native American religious or sacred uses within the Park or immediate vicinity, implementation of this alternative would have no impacts to religious and sacred uses. As with the project, impacts would be less than significant for this alternative.

Issue 4: Human Remains

Because there are no known burial sites or cemeteries within the Park or immediate vicinity, it is not expected that human remains would be disturbed as a result of the project or this alternative. As with the project, impacts would be less than significant for this alternative.

c. Visual Effects and Neighborhood Character

Issue 1: Public Views

The primary visual distinction between the CMPP Alternative and the project is the construction of the Centennial Bridge. Under this alternative, the historic visual character of the Park's western entrance would remain as it currently exists. The project would construct the Centennial Bridge; however, given that the landscape plan calls for the replacement of trees that would be damaged or removed during construction, impacts to key public views associated with the Centennial Bridge would also be less than significant. The CMPP Alternative and project would both have less than significant impacts to public views; however, impacts would be less under the CMPP Alternative.

Issue 2: Neighborhood Character/Architecture

Development under the CMPP Alternative would not include the Centennial Bridge, and therefore, would not result in impacts associated with the introduction of incompatible architectural elements to the existing visual character of the Park. The CMPP Alternative, like the project, would not include improvements visible from Scenic Highway SR-163, and it would not remove a greater number of CMPP significant trees than the project. Therefore, impacts to architectural character would be reduced from significant and unmitigable with the project to less than significant levels under the CMPP Alternative.

Issue 3: Landform Alteration

Grading and landform alteration would be similar under the CMPP Alternative and the project. The majority of grading associated with both would be attributed to excavation for the underground Organ Pavilion parking structure. Implementation of the CMPP Alternative would result in an excess of 2,000 cy of grading, and construction of the parking structure and roadway would necessitate the construction of some manufactured slopes and retaining walls. As the majority of the Central Mesa is comprised of artificial slopes associated with the Park's original development, the impacts to natural landforms would be less than significant for both the CMPP Alternative and the project.

Issue 4: Development Features

Like the project, the CMPP Alternative would require the construction of retaining walls in conjunction with Centennial Road and the parking structure. Retaining walls would be located in lesser visible areas and would be screened through appropriate landscape treatments. Visual impacts associated with use of retaining walls would be less than significant for both this alternative and the project.

d. Transportation/Circulation and Parking

The ~~Traffic Impact Analysis (TIA)~~ prepared for the project includes analysis of the CMPP Alternative for the existing plus CMPP Alternative, years 2015 (near-term) and 2030 (cumulative). Roadway segments were evaluated and mitigation identified for weekday impacts only, as roadway segments are typically based on weekday conditions. However, the intersections were evaluated for weekday and weekend, but mitigated for weekend (worst-case) impacts only. This is due to the fact that Park use normally peaks during the weekends and peak hour intersections are typically a more accurate indicator of actual traffic operations as compared to daily roadway segments. This is consistent with previous traffic analyses within the Balboa Park area. Also, the internal intersections were evaluated during the AM peak periods only, as volumes for these periods are generally higher than the PM peak periods, thus representing a worst-case analysis. ~~The traffic analysis evaluated impacts for both weekday and weekend traffic. Because weekend traffic represents the worst case, only the weekend traffic analysis results are included below except where noted.~~ The entire traffic analysis is attached to this EIR as Appendix D.

Issue 1: Traffic Capacity

In 2015, the CMPP Alternative would have a total of four intersections and roadway segments that operate poorly and would result in significant impacts. Of the four, one is unmitigable and listed below.

The following roadway segment is already built to its ultimate street classification, thus the impact is unmitigable:

- Sixth Avenue between Robinson and Upas Street

In 2030, the CMPP Alternative would have a total of fifteen intersections and roadway segments that operate poorly. Of the fifteen, ten would have significant impacts, of which four are unmitigable and listed below.

The following roadway segments are already built to their ultimate street classifications, thus impacts are unmitigable:

- Sixth Avenue between Robinson and Upas Street
- Sixth Avenue between Upas Street and Quince Street
- Sixth Avenue between Elm Street and Ash Street
- Zoo Place east of Park Boulevard

Thus, the CMPP Alternative would yield worse conditions with respect to traffic capacity compared to the project in the near-term (2015) and in 2030. By comparison, the project

would have no significant, unmitigable impacts associated with traffic capacity or operations within the study area roadways and intersections.

Issue 2: Circulation and Access

The CMPP Alternative would retain two-way vehicular access to the Central Mesa from the east, similar to existing condition and to the project. Vehicular access from the west would be limited to one-way east-bound travel when the tram is operating (during peak hours). This alternative would remove vehicular traffic from three-quarters of the Plaza de Panama, the eastern half of the Mall, Pan American Road and the Organ Pavilion parking lot, resulting in a reduction in pedestrian/vehicular conflicts. As with the project, the CMPP Alternative would also allow for adequate emergency access to the Plaza de Panama and throughout the project area, in accordance with mandatory standards and requirements. Access impacts associated with both the CMPP Alternative and the project would be similar and less than significant.

Issue 3: Parking

The CMPP Alternative includes a 1,000- to 1,500-space parking structure at the Organ Pavilion and also would include 56 accessible spaces in the Alcazar parking lot, resulting in a substantial net gain in parking of approximately 635 to 1,135 spaces. Compared to the existing condition, the project would have a net gain of ~~273~~ 260 spaces. There would be no significant impacts related to parking associated with either the project or this alternative.

Issue 4: Traffic Hazards

Like the project, the CMPP Alternative's circulation pattern and pedestrianization of the majority of the Plaza de Panama and eastern-half of the Mall would have beneficial effects on safety and would result in a less than significant traffic hazards impact. There would be no significant impacts associated with pedestrian circulation for either the project or this alternative. However, the CMPP Alternative would provide fewer benefits, because it would remove only 8 of the 20 existing pedestrian/vehicular conflict areas as compared to 14 for the project.

e. Air Quality

Issue 1: Plan Consistency

The CMPP Alternative, like the project, would not include a change in land use from the City's General Plan and would, therefore, be consistent with the growth assumptions in the SIP's RAQS for San Diego. Impacts would be less than significant for both this alternative and the project.

Issue 2: Violation of Air Quality Standards

Like the project, the CMPP Alternative would not contribute to an exceedance of air quality standards, because it would not introduce any new stationary sources of emissions. Impacts associated with violations of air quality standards would therefore be less than significant for both the CMPP Alternative and the project.

Issue 3: Increase in Particulates or Ozone

There is no expectation of a net increase in ADT under this or any alternative analyzed under this section of the EIR. Because the Centennial Bridge would not be constructed under this alternative, construction-related emissions (particulates) from demolition and grading, construction vehicles, and chemicals used during construction would be incrementally less than the project. However, both construction-related emissions and operational air quality emissions impacts would be less than significant for both the project and this alternative.

Issue 4: Sensitive Receptors

Impacts to sensitive receptors would be less than significant for both the CMPP Alternative and the project. This conclusion is based on the approximate similarities between the project and this alternative in regard to the results of the hot spot analysis conducted for the project (Alcazar parking lot improvements), and summarized in Chapter 4.5.

f. Biological Resources***Issue 1: Sensitive Species***

The CMPP Alternative, similar to the project, has the potential to result in direct and indirect impacts to nesting raptors and species covered under the MBTA during construction activities. These impacts would be significant and require mitigation. The alternative does not include the Centennial Bridge; therefore, its implementation would likely affect fewer trees/nesting birds than the project, because the trees within Cabrillo Canyon (over which the Centennial Bridge would span) would not be disturbed. Nonetheless, the mitigation measure **BR-1** identified in Section 4.6 for the project would also be required to be implemented for the CMPP Alternative and would reduce sensitive species impacts to below a level of significance.

Issue 2: Sensitive Habitat

No sensitive vegetation communities or habitats occur within the project area. Therefore, this alternative would not have a significant impact to sensitive habitat. Impacts would be similar to the project and less than significant.

Issue 3: Wildlife Corridors

Because the project area is located at the top of an urban canyon system and is not part of a major wildlife movement corridor, there would be no impacts to wildlife movement due to implementation of the CMPP Alternative or the project.

Issue 4: Invasive Species

As with the project, City regulations require the CMPP Alternative to include a conceptual landscape plan, incorporated into the project design, which ensures that indirect effects due to invasive species would not occur. As such, impacts would be less than significant for both the CMPP Alternative and the project.

Issue 5: MSCP

The project area is not adjacent to the City of San Diego's MHPA. However, the project would dispose of soil export from grading operations off-site at the Arizona Street Landfill on the East Mesa, which is adjacent to MHPA land in Florida Canyon. The CMPP Alternative would also construct a subterranean parking structure, and generate approximately the same amount of soil export for export. Both the project and this alternative would implement MHPA Land Use Adjacency Guidelines mitigation measure (LU-1). Therefore, neither the project nor the CMPP Alternative would conflict with the provisions of the MSCP, and impacts would be less than significant.

g. Energy Conservation

Issue 1: Energy Use

Development under the CMPP Alternative would require less short-term construction energy consumption as compared to the project, because it would not construct the Centennial Bridge. Impacts would be less than significant for both the project and this alternative.

Through participation in the Balboa Park Cultural Partnership's park-wide sustainability program and Economic and Environmental Sustainability Strategic Plan for Balboa Park and through compliance with the California Green Building Standards, the CMPP Alternative (and the project) would consume less-than-average rates of energy. Long-term operational energy use associated with the consumption of electricity and natural gas, water, solid waste and vehicle use would be less than significant for both the project and this alternative.

h. Geologic Conditions

Issues 1 and 2: Geologic Hazards/Unstable Geologic Unit or Soils

Development under the CMPP Alternative would not include the construction of the Centennial Bridge, but the Organ Pavilion parking structure and rooftop park and pedestrian improvements in the Plaza and along the east Mall, would be built. As identified in Section 4.8, undocumented fill occurs throughout the Central Mesa and would be unsuitable for structures without modification. Therefore, similar to the project, the removal and recompaction of the undocumented fill would be required under this alternative. Conformance with recommendations in the geotechnical investigation would ensure that geologic conditions impacts would be less than significant for both the project and the CMPP Alternative.

Issue 3: Erosion

Grading activities associated with this alternative, while less than the project's, could result in erosion potential during and/or after grading. Conformance with the City's grading ordinance, CBC, and implementation of the recommendations described in the geotechnical investigation would ensure that erosion impacts would be less than significant for both the project and the CMPP Alternative.

i. Greenhouse Gases

Issue 1: GHG Emissions

The CMPP Alternative would generate similar, though slightly fewer quantities of construction-related GHG emissions than the project, because it would not construct the Centennial Bridge. Annual operational GHG emissions associated with the CMPP Alternative's energy and water use, and waste disposal would be comparable to the project. Because the CMPP Alternative's GHG emissions would not exceed 900 MTCO₂E per year (based on the project's emissions of 386 MTCO₂E), GHG emissions impacts under the CMPP Alternative would be less than significant; and incrementally less than the project.

Issue 2: Consistency with Plans, Policies, and Regulations

As described above, because the CMPP Alternative would incorporate similar project design features, emit less than 900 MTCO₂E annual emissions, and not increase traffic, it would also not be cumulatively considerable or thereby conflict with statewide GHG emissions targets. GHG plan consistency impacts would be less than significant for both the CMPP Alternative and the project.

j. Health and Safety/Hazardous Materials

Issue 1: Hazardous Materials

No hazardous materials have been identified on the project site. Similar to the project, development of the CMPP Alternative would not create a significant hazard to the public or the environment through release of hazardous materials. Impacts associated with health and safety and hazardous materials under this alternative would be less than significant for both the project and this alternative.

Issue 2: Emergency Response

The CMPP Alternative has not yet been subject to Fire Department review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in response times beyond acceptable standards, and does not constrain fire/emergency response in the area. The CMPP Alternative's impacts to emergency response would be less than significant and would be similar to those of the project.

k. Hydrology

Issues 1 and 2: Runoff and Drainage Patterns

Implementation of the CMPP Alternative would not result in an increase to impervious surfaces, and therefore, it would not result in significant flooding or other hydrologic impacts to upstream/downstream properties or environmental resources. The CMPP Alternative would be expected to maintain comparable flow rates, given its similarity to the project in terms of development footprint and total grading quantity. However, because the CMPP Alternative does not include the project's Centennial Bridge component, its development footprint and associated impervious surfaces would be incrementally less than the project.

Hydromodification management design features, including LID and BMPs, are required to be incorporated into new development projects to manage, detain, and attenuate post-project runoff and to maintain or reduce pre-project downstream erosion conditions. These measures would also ensure that the overall drainage pattern of the project area would not be substantially altered. The CMPP Alternative, like the project, would incorporate such design measures and conform to applicable federal, state, and City standards. Overall, hydrological impacts would be less than significant for both the project and this alternative.

I. Noise

Issue 1: Noise/Land Use Compatibility

The CMPP Alternative would remove vehicles from fewer locations than the project, and while noise/land use compatibility impacts would be less than significant (based on the findings of the project analysis), the positive effects of pedestrianization on reducing noise levels would be less with the CMPP Alternative compared to the project. The CMPP Alternative would remove vehicles from most of the Plaza de Panama, the eastern half of the Mall, and Pan American Road East, thereby reducing noise levels in these areas and in the surrounding museums and institutions. Noise/land use compatibility impacts would be less than significant for both the project and this alternative.

Issue 2: Traffic Generated Noise

The CMPP Alternative, like the project, would not generate new traffic, and therefore, would not increase noise levels due to traffic. The CMPP would, however, reconfigure vehicle travel, which would result in changes to the existing noise pattern. While the CMPP Alternative would reconfigure the existing circulation pattern so as to increase distances between vehicle traffic and sensitive receptors in some locations, it would not do so to the same extent as the project. In the CMPP Alternative, vehicles would still travel through the Plaza de California, along most of El Prado, the southwest corner of the Plaza de Panama, and the western portion of the Mall. The project would remove vehicular traffic from these areas. The CMPP Alternative would not generate significant traffic noise, and impacts would be less than significant; as would those of the project.

Issue 3: ALUCP Compatibility

The ALUCP for the SDIA (i.e., Lindbergh Field) shows that the southerly portion of the CMPP Alternative and project site lies within the 60–65 CNEL contour of the airport. This is shown in Figure 4.12-2. The ALUCP for Lindbergh Field indicates that noise-sensitive uses are compatible when noise levels are less than 65 CNEL. In the case of the CMPP Alternative, same as the project, the only new noise-sensitive use that would occur within the airport's 65 CNEL contour would be the rooftop park. This is considered in the ALUCP as being a land use compatible with the 65 CNEL. Therefore, the CMPP Alternative, same as the project, would have less than significant ALUCP/aircraft noise compatibility impacts.

Issue 4: On-Site Generated Noise

In the case of the CMPP Alternative, like the project, the Organ Pavilion parking structure comprises a new on-site noise-generating source. While the parking capacity of this structure in the CMPP Alternative may be larger than the project, the location and

general design of the structure would be the same. Therefore, the project analysis of the potential effects of the Organ Pavilion parking structure on the noise environment included in Chapter 4.12, would apply to the CMPP Alternative. While periodic noise would result from use of the parking structure, the worst-case hourly noise level was determined to be 62.4 dB(A) $L_{eq(1)}$ at 50 feet. Parking structure activity noise at the nearest receptors (Organ Pavilion, Hall of Nations/U.N. Building, and Hall of Champions) would not result in a significant increase in noise and would not exceed noise ordinance limits. Therefore, for the CMPP Alternative, and the project, noise impacts due to parking structure activities would be less than significant.

Issue 5: Temporary Construction Noise

Noise would be generated during construction activities from construction equipment and hauling trucks. Outdoor use areas would be subject to effects of construction noise. Outdoor uses in proximity to improvement areas for the CMPP Alternative include the Alcazar Garden, House of Hospitality, Organ Pavilion, Japanese Friendship Garden, Botanical Garden and the International Cottages. Exterior construction noise impacts at all of these areas would be less than significant for the CMPP Alternative, similar to the project.

Interior noise levels in the museums and institutions could exceed the 45 dB interior noise standard. The CMPP Alternative would have the same potential for interior noise impacts as the project. The House of Charm, House of Hospitality, and the Plaza de Panama area institutions would be potentially impacted. Impacts for both the CMPP Alternative and the project would be significant and require mitigation. The mitigation measure, **N-1**, identified for the project precludes construction during special events and proscribes various noise-minimizing measures on construction equipment, construction staging and parking areas. This same mitigation measure could be applied to the CMPP Alternative. Construction noise impacts would, however, remain potentially significant and be similar to the project.

m. Paleontological Resources

Issue 1: Paleontological Resources

Grading operations associated with the CMPP Alternative would require approximately 184,000 cy of cut, which would exceed the 1,000 cy threshold for the high paleontological sensitivity areas. Therefore, like the project, impacts resulting from development of this alternative would be potentially significant and require mitigation in order to reduce impacts to less than significant levels. The mitigation measure **PAL-1** identified in Section Chapter 4.13 for the project would also be required to be implemented for the CMPP Alternative. Impacts for both this alternative and the project would be less than significant after mitigation.

n. Public Services and Facilities

Issue 1: Fire, Police, and Public Facilities/Roads Maintenance

Fire Protection and Emergency Medical Services

The CMPP Alternative has not yet been subject to Fire-Rescue review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in response times beyond acceptable standards, does not constrain fire/emergency response in the area, and does not cause an increase in department staffing, facilities, or equipment. Impacts relative to fire protection and emergency medical services under both the project and the CMPP Alternative would be less than significant.

Police Protection

New or expanded police facilities would not be needed for the project, and therefore impacts to police protection would be less than significant for the project. The same conclusion can generally be made for the CMPP Alternative because it would not include uses or a circulation pattern that would result in an increased demand for police services. The CMPP Alternative, like the project, would be required to consult with the Police Department and to follow crime prevention design guidelines as part of the plan check submittal process. As such, the CMPP Alternative impacts to police protection would be less than significant, similar to the project.

Public Facilities/Road Maintenance

As with the project, the CMPP Alternative would recover the cost of maintaining the parking structure through revenues generated by paid parking within the new parking facility. This would also cover cost of maintaining parking structure related facilities, including housekeeping, trash removal, utilities, operational systems, equipment, elevators, and landscaping. The cost of maintaining the remaining improvements would be accomplished through current City funding sources. Therefore, impacts associated with public facilities and road maintenance would be less than significant. This would also be the case for the project.

o. Public Utilities

Issue 1: Water

The CMPP Alternative is anticipated to have approximately the same water demand as the project, due to its reclaiming/irrigating similar parkland acreage. While the CMPP Alternative would reclaim the majority of the Plaza de Panama, half of the Mall, and the Organ Pavilion parking lot as parkland (same as the project), it would not reclaim the El Prado or Plaza de California (as would the project). Regardless, the increase in water

demand by the project or CMPP Alternative would not trigger substantial changes to the existing on-site water system.

The project incorporates drought-resistant landscaping where feasible and water conservation features such as low-flush toilets, low-flow faucets, and timers on irrigation sprinklers to reduce water demands. The CMPP Alternative would also be bound by City landscaping requirements and the building code, specifically the California Green Building Standards, to minimize water consumption in both its indoor facilities and outdoor water use. Therefore, impacts associated with water supply/water system would be less than significant for both the CMPP Alternative and the project.

Issue 2: Wastewater

The project is not projected to generate new demand for sewer capacity, and therefore, would not require substantial changes to the existing on-site wastewater infrastructure. In general, these same or similar sewer infrastructure modifications would be required of the CMPP Alternative. These modifications would not be substantial, and impacts would be less than significant for both the project and the CMPP Alternative.

Issue 3: Solid Waste

The CMPP Alternative, like the project, is not anticipated to increase visitorship within the Park; therefore, during post-construction/occupancy the condition would be the same as existing. Solid waste impacts associated with the post-construction/occupancy phase of the CMPP Alternative would thus be less than significant, similar to the project.

The CMPP Alternative would not include the construction of the Centennial Bridge and would also not include the same quantities of demolition/construction associated with the project's Plaza de California component. Similar to the project, as a condition of approval, implementation of a final WMP would be verified in order to ensure that impacts would be less than significant.

Issue 4: Energy Infrastructure

The CMPP Alternative, like the project, would require the relocation of existing SDG&E and AT&T utilities where they conflict with grading or construction activities. These actions do not comprise substantial alteration of existing utilities which would create physical impacts. Also, the construction of permanent new energy infrastructure (e.g., transformers, poles, substation) would not be required for implementation of the CMPP Alternative (or the project). Thus, energy infrastructure impacts would be less than significant for the CMPP Alternative and would be the same as the project.

p. Water Quality

Issue 1: Pollutant Discharge

Compliance with federal, state, and local water quality standards is assured through adherence to the City's Storm Water Standards and conditions placed on building permits prior to project approval. Adherence to the City's Storm Water Standards is considered to preclude water quality impacts. The CMPP Alternative would also be required to adhere to the City's Storm Water Standards, and would include treatment control BMPs (similar to the project). Through these actions, the potential impacts to water quality would be avoided or reduced to a less than significant level for both the CMPP Alternative and the project.

9.3.2.3 Conclusion Regarding the Central Mesa Precise Plan Alternative

Implementation of the CMPP Alternative would avoid the significant and unmitigable land use (plan consistency), historical resources (built environment), and visual quality (architectural character) impacts associated with the project. However, this alternative would have greater traffic impacts compared to the project in the near-term and in 2030 with internal and external roadways/intersections that would operate poorly, constituting significant mitigable and unmitigable impacts.

The CMPP Alternative also would result in significant and unmitigable construction noise impacts, similar to the project. Its implementation would result in significant, mitigable land use (MSCP), historical resources (archaeological), biological resources (raptors, MSCP), and paleontological impacts. These same impacts would occur with the project, but would vary in location and extent compared to the CMPP Alternative.

While this alternative would attain some of the project objectives, it would fail to meet several project objectives and would provide fewer benefits in regard to removing pedestrian/vehicular conflicts and restoring areas now dominated by vehicular use. The CMPP Alternative would not remove vehicles from El Prado, Plaza de California, the Mall, or a portion of Pan American Road (Objective 1), or restore pedestrian and park uses to El Prado and Plaza de California (portion of Objective 2) which are necessary components of the project.

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9.3.3 Cabrillo Bridge Pedestrianized Alternatives

The following four alternatives (No New Parking Structure, Organ Pavilion Parking Structure, West Mesa Parking Structure, and Inspiration Point Parking Structure) all entail the removal of vehicular traffic from El Prado (beginning east of Laurel Street at Balboa Drive), the Cabrillo Bridge, the Plaza de California, the Plaza de Panama, and the Mall. These areas would be reclaimed for parkland and pedestrian use. The features that all four of the alternatives have in common include:

- Pedestrianization of El Prado (beginning east of Laurel Street at Balboa Drive), the Cabrillo Bridge, the Plaza de California, the Plaza de Panama, and the Mall.
- Landscape and hardscape improvements, including new trees and foundation plantings along El Prado; and new lawn panels, trees, furniture, and two shallow reflecting pools in the Plaza de Panama.
- Vehicle access to the Central Mesa is from the east only, via either Presidents Way from Park Boulevard, Space Theater Way, or Village Place. Existing vehicle access to the Central Mesa from the west would be prohibited (with the exception of emergency vehicles).
- Vehicle circulation would originate from the east from Presidents Way via Park Boulevard and travel either southwest to the Palisades parking lot or northwest to the Alcazar parking lot, circulating out of the lot back to the southeast.
- Alcazar parking lot would be regraded and reconfigured to accommodate the loss of ADA parking and valet drop-off and pick-up zones from the Plaza de Panama and access improvements would be required to provide two-way access in and out of the lot. Tram circulation to the Plaza de Panama from the east would be via Pan American Road East and the Mall. Also, all of the bridge closure alternatives would rely on an expanded tram ~~trolley~~ to shuttle visitors to and from the west end of the Cabrillo Bridge to the Central Mesa.

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9.3.3A No New Parking Structure Alternative

The No New Parking Structure Alternative was developed to address what impacts would result from closing the Cabrillo Bridge to vehicular traffic, a long-term goal of the BPMP, and restoring most of the project area for pedestrian use, but with no provision of additional parking. This alternative captures some elements of both the BPMP and CMPP, but eliminates the key element of the Organ Pavilion parking structure.

9.3.3A.1 Description of the No New Parking Structure Alternative

As is common to all four Pedestrianization of Cabrillo Bridge alternatives, the No New Parking Structure Alternative (Alt 3A) would close El Prado (east of Balboa Drive), the Cabrillo Bridge, the Plaza de California, the Plaza de Panama and the Mall to vehicles. The existing 21 ADA parking spaces, passenger drop-off, and valet operations removed from the Plaza de Panama would be accommodated in the regraded and reconfigured Alcazar parking lot. The non-ADA parking removed from the Plaza de Panama would not be replaced. All other existing parking lots would be retained. The No New Parking Structure Alternative would thus result in a net loss of 158 parking spaces (i.e., the non-ADA spaces removed from Plaza de Panama and the loss of existing Alcazar parking spaces due to the reconfiguration).

The El Prado, Plaza de California, Plaza de Panama, and the Mall would be repaved using compatible paving materials suitable for pedestrian use. The existing driveway connecting Pan American Road and the Alcazar parking lot would be widened to accommodate two-way traffic adjacent to the Mall. The rest of the landscape and hardscape improvements identified for the project would also be implemented with the No New Parking Structure Alternative, including new trees and foundation plantings along El Prado; widened median and furnishings along the Mall; and new lawn panels, trees, furniture, and two shallow reflecting pools in the Plaza de Panama. The No New Parking Structure Alternative is depicted in Figures 9-3a and 9-3b.

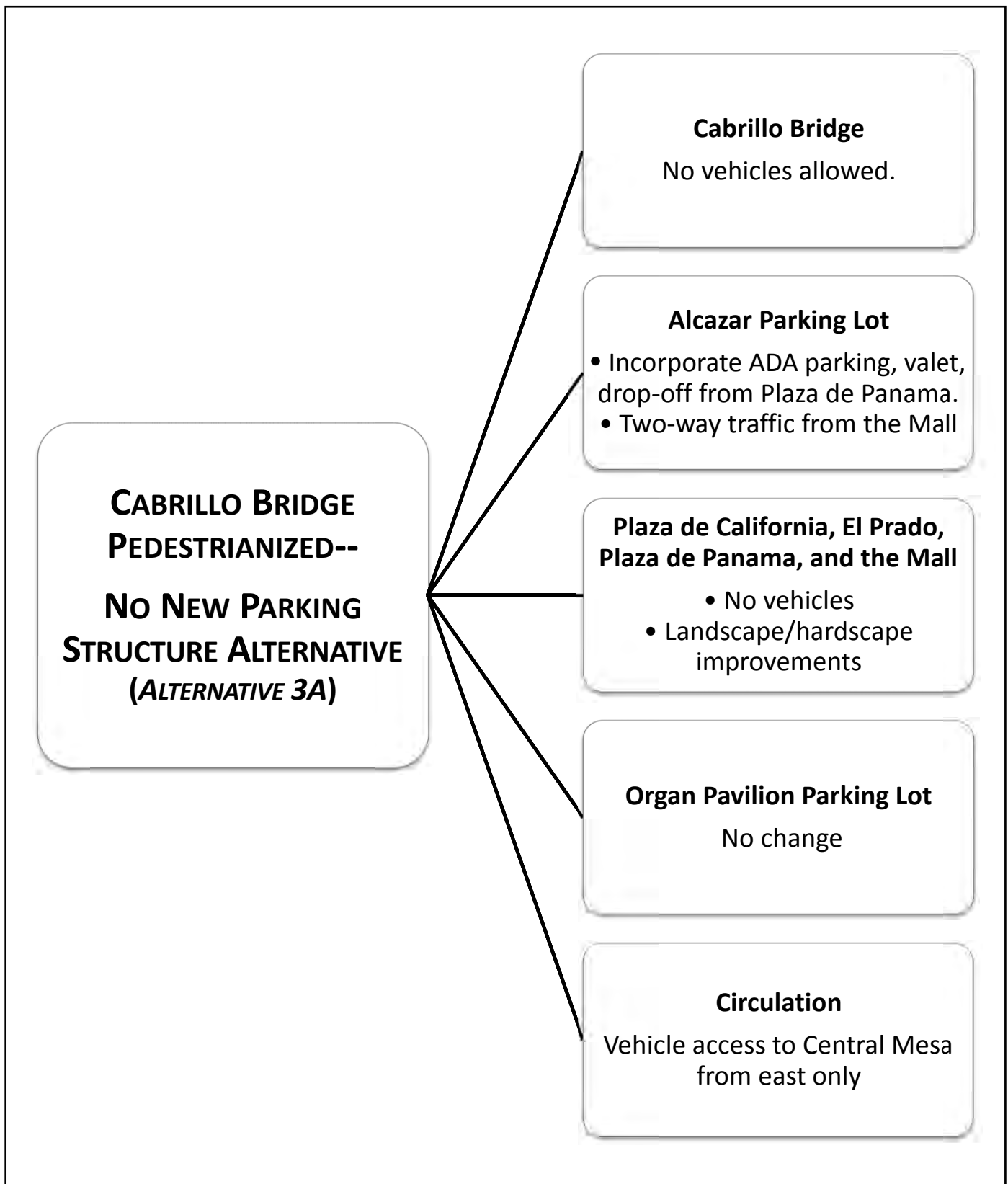
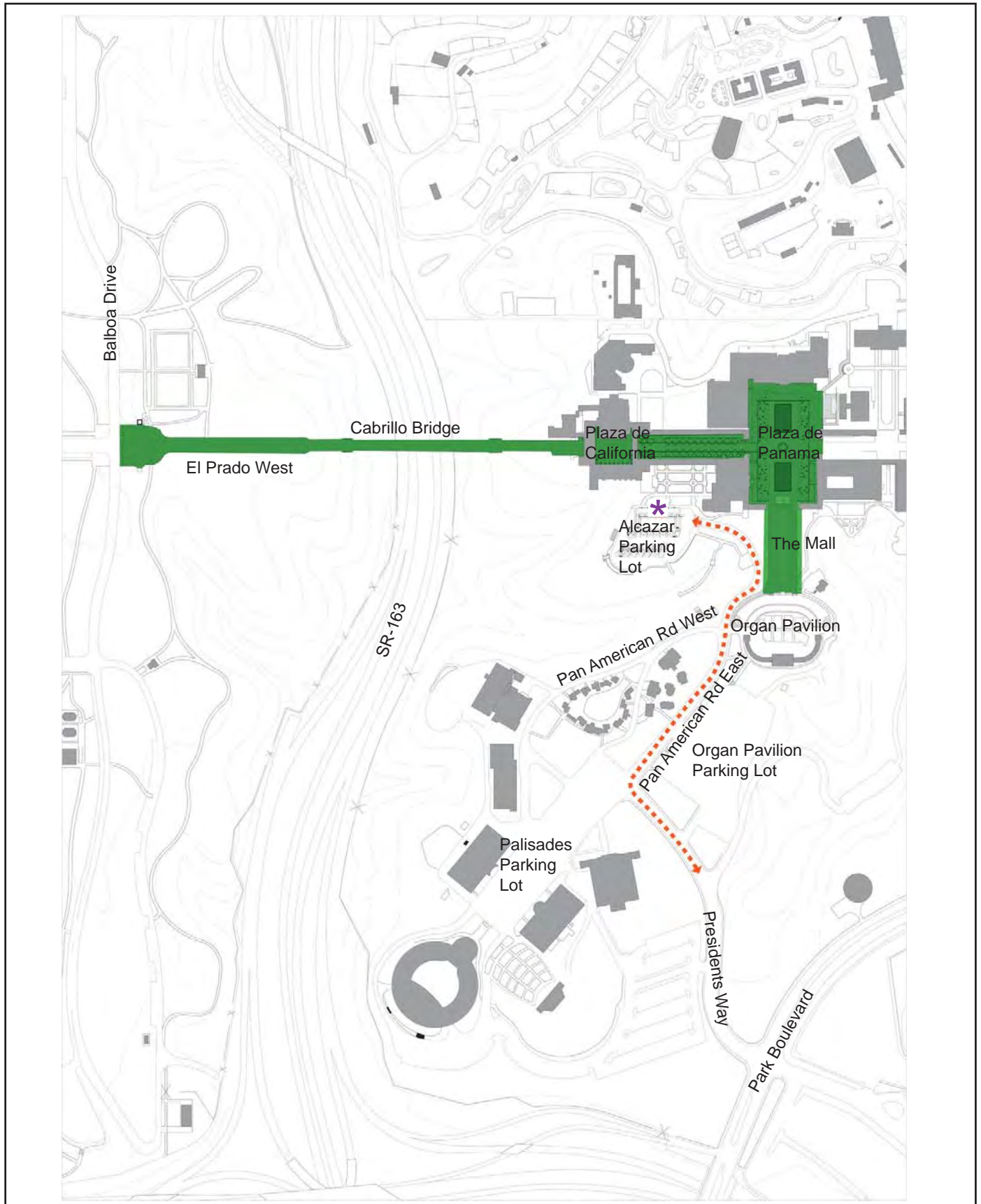





FIGURE 9-3a
Cabrillo Bridge Pedestrianized
No New Parking Structure Alternative
Alternative 3A



-  Parkland Reclamation
-  Two-way Vehicle Access
-  Drop-off Location

No Scale



FIGURE 9-3b

No New Parking Structure Alternative (Alt 3A)

9.3.3A.2 Environmental Analysis of the No New Parking Structure Alternative

a. Land Use

Issue 1: Development Standards

The No New Parking Structure Alternative would conform to and not require deviations from the AEOZ or the HRR. As with the project, deviation from ESL regulations would be required for encroachment into steep slopes in conjunction with the grading of the Alcazar parking lot. Secondary land use impacts associated with development standard nonconformance would be less than significant under this Alternative, and less than the project.

Issue 2: Plan Consistency

General Plan Consistency

This alternative would be consistent with the goals and policies found in the General Plan's Historic Preservation, Urban Design, and other applicable elements. Secondary land use impacts to historical resources associated with the project's General Plan policy inconsistencies related to historic preservation due to the Centennial Bridge would not occur under this alternative. Impacts would be less than significant and would be less than the project.

BPMP and CMPP Consistency

The No New Parking Structure Alternative would be consistent with the major goals of the BPMP and CMPP of creating a more pedestrian-oriented environment, reducing pedestrian/vehicular conflicts, increasing free and open parkland, and restoring or improving existing building and landscaped areas.

This alternative would, however, require amendments to both the BPMP and CMPP to remove the Organ Pavilion parking structure from the plans; to revise the circulation element to preclude vehicular travel on the entire Mall, Plaza de Panama, El Prado, and the Cabrillo Bridge; and to dedicate these areas for pedestrian uses. The circulation plan amendments would result in significant unmitigable secondary land use impacts with respect to traffic capacity, because closure of the Cabrillo Bridge would result in impacts to several external roadway segments.

The No New Parking Structure Alternative would not construct the Centennial Bridge, and would therefore, avoid the project's significant unmitigable secondary land use impacts to historical resources. Overall, secondary impacts resulting from plan amendments would be significant and unmitigable for both this alternative and the project.

East Mesa Precise Plan

No export to the Arizona Street Landfill would occur under this alternative, and no impacts would result.

MSCP Subarea Plan

No export to the Arizona Street Landfill would occur under this alternative, and no impacts would result.

Issue 3: Land Use Incompatibility

The No New Parking Structure Alternative would be consistent with the adopted land use designation and intensity, be compatible with surrounding development patterns, and reduce pedestrian/vehicular conflicts. This alternative would remove vehicles from the Cabrillo Bridge, El Prado, the Plaza de Panama, and the Mall. However, it would not remove vehicles from Pan American Road East or the Organ Pavilion parking lot, and therefore, it would not entirely meet the vision of the BPMP - the elimination of pedestrian/vehicular conflicts in the El Prado and Palisades areas. This alternative would yield less than significant land use incompatibility results, similar to the project.

Issue 4: San Diego International Airport ALUCP Compatibility

This alternative, like the project, would require an amendment to both the BPMP and CMPP and would thus need to be submitted to the ALUC for a consistency determination and to the FAA for a determination of no hazard. Consistent with the project's determinations, the ALUC would likely determine that the No New Parking Alternative is consistent with the SDIA ALUCP, based on it being a land use that is compatible with the 60–65 CNEL noise contours, and that it is not located within the Airport Approach Overlay Zone or Runway Protection Zone. A determination of “no hazards” to air navigation would also likely be issued by the FAA for this alternative, as it has for the project. The No New Parking Structure Alternative would be consistent with the SDIA ALUCP, and impacts would be less than significant and the same as the project.

b. Historical Resources

Issue 1: Historic Resources (Built Environment)

The No New Parking Structure Alternative would not result in the construction of the Centennial Bridge, thus would avoid the significant unmitigated impacts associated with the project. Implementation of this alternative would not result in any adverse impacts on any significant character-defining features of the NHL; therefore, impacts would be less than significant and less than the project.

Issue 2: Archaeological Resources

Like the project, construction of the No New Parking Structure Alternative has the potential to uncover subsurface archaeological resources. The same mitigation measure **HR-1** for the project would be applied to the No New Parking Structure Alternative to reduce archaeological impacts to less than significant. However, due to the smaller project footprint, impacts would be less under this alternative than the project.

Issue 3: Religious/Sacred Uses

Because there are no known Native American religious or sacred uses within the Park or immediate vicinity, implementation of the project or this alternative would have no impacts to religious and sacred uses. As with the project, impacts would be less than significant.

Issue 4: Human Remains

Because there are no known burial sites or cemeteries within the Park or immediate vicinity, it is not expected that human remains would be disturbed as a result of the project or this alternative. As with the project, impacts would be less than significant.

c. Visual Effects and Neighborhood Character

Issue 1: Public Views

The No New Parking Structure Alternative would close the Cabrillo Bridge and implement landscape and hardscape improvements along El Prado, the Mall, and within the Plaza de Panama. Implementation of this alternative would not adversely impact key public views, identified in Section 4.3.2. Both the No New Parking Structure Alternative and the project would have less than significant impacts to public views; however, impacts would be less under the No New Parking Structure Alternative due to the elimination of the Centennial Bridge component.

Issue 2: Neighborhood Character/Architecture

The No New Parking Structure Alternative would not include the Centennial Bridge component of the project, thereby eliminating the significant unmitigated impact that would occur under the project from the introduction of a modern architectural element into a historical setting. Like the project, the No New Parking Structure Alternative would not include improvements visible from Scenic Highway SR-163, and it would not remove a greater number of CMPP significant trees than the project. Impacts of the No New Parking Structure Alternative would be less than significant and less than the project.

Issue 3: Landform Alteration

The No New Parking Structure Alternative would require grading in quantity and depth that could exceed the City's 2,000 cubic yards of earth graded per acre threshold and would encroach into ESL steep slopes, near the rim of Palm Canyon. This encroachment would not result in a significant impact to a natural landform. Because this alternative does not include the Organ Pavilion parking structure and associated roadway, manufactured slopes of up to 50 percent gradient and up to 22 feet would not occur. The No New Parking Structure Alternative would not require any substantial excavation or grading, and landform alteration impacts associated with the No New Parking Structure Alternative would be less than significant and less than the project.

Issue 4: Development Features

This alternative would not include the Organ Pavilion parking structure and associated roadway; therefore, the 24-foot-high retaining walls associated with the parking structure would not occur. Regrading of the existing Alcazar parking lot in order to make it ADA accessible would, like the project, result in the creation of several retaining walls of up to 15 feet in height surrounding the eastern, southern, and western perimeters of the lot. Retaining walls would be located in lesser visible areas, would be constructed of light exposed aggregate concrete and be screened by landscaping in order to minimize their visibility and enhance their visual appearance. No retaining walls would be constructed in conjunction with the El Prado, Plaza de Panama and Mall components. Visual impacts associated with the use of retaining walls would be less than significant and less than under the project.

d. Transportation/Circulation and Parking

The TIA prepared for the project includes analysis of the No New Parking Structure Alternative for the existing plus No New Parking Structure Alternative, years 2015 (near-term) and 2030 (cumulative). Roadway segments were evaluated and mitigation identified for weekday impacts only, as roadway segments are typically based on weekday conditions. However, the intersections were evaluated for weekday and weekend, but mitigated for weekend (worst-case) impacts only. This is due to the fact that Park use normally peaks during the weekends and peak hour intersections are typically a more accurate indicator of actual traffic operations as compared to daily roadway segments. This is consistent with previous traffic analyses within the Balboa Park area. Also, the internal intersections were evaluated during the AM peak periods only, as volumes for these periods are generally higher than the PM peak periods, thus representing a worst-case analysis.

Issue 1: Traffic Capacity

As shown in the TIA, there are several intersections and roadways studied as part of the No New Parking Structure Alternative which would be significantly impacted in both the 2015 and 2030 conditions.

In 2015, the No New Parking Structure Alternative would have a total of five intersections and roadway segments that operate poorly. Of the five, four would have significant impacts, one of which is unmitigable and listed below.

The following roadway segment is already built to its ultimate street classification, thus the impact is unmitigable:

- A Street between Sixth Avenue and Park Boulevard

In 2030, the No New Parking Structure Alternative would have a total of fourteen intersections and roadway segments that operate poorly. Of the fourteen, eleven would have significant impacts, of which five are unmitigable and listed below.

The following intersection would have significant, unmitigable impacts:

- Park Boulevard/Space Theater Way

The following roadway segments are already built to their ultimate street classifications, thus the impacts are unmitigable:

- Sixth Avenue between Robinson Avenue and Upas Street
- Sixth Avenue between Upas Street and Quince Drive
- Robinson Avenue between Vermont Street and Park Boulevard
- A Street between Sixth Avenue and Park Boulevard

Thus, the No New Parking Structure Alternative would have worse impacts with respect to traffic capacity compared to the project in the near-term (2015) and 2030 conditions. By comparison, the project would have no significant, unmitigable impacts associated with traffic capacity or operations within the study area roadways and intersections.

Issue 2: Circulation and Access

The No New Parking Structure Alternative would alter the existing internal circulation of the project area and Central Mesa. Two-way vehicular traffic would enter the project area from the east via Presidents Way off Park Boulevard and travel either southwest to the Palisades parking lot or northwest to the Alcazar parking lot, circulating out of the lot back to the southeast. Traffic would be precluded from entering or exiting the Central

Mesa from the west. As with the project, the No New Parking Structure Alternative would also allow for adequate emergency access to the Plaza de Panama and throughout the project site, in accordance with mandatory standards and requirements. Although this alternative would preclude vehicular access to the project area from the west, impacts to circulation and access would be less than significant, but and greater than the project.

Issue 3: Parking

It is estimated that about 100 vehicles during the peak tend to find parking on the West Mesa and walk to the project area rather than accessing the site via Park Boulevard/Presidents Way. This was estimated based on actual traffic coming to the Park from the West Mesa (via El Prado), parking occupancies within the core of the Park and the walking distance required from the West Mesa to the center of Plaza de Panama. The estimated walking distance from the Balboa Drive to the Plaza de Panama is 2,200 feet (2,000 feet is generally considered the maximum walking distance from a parking facility, based on Urban Land Institutes (ULI) Level of Service Conditions for Walking Distance from Parking Tables). Additional nearby parking would need to be provided in the West Mesa area to accommodate this increased parking demand as on-street parking in the immediate area (Balboa Drive and Sixth Avenue) is currently at capacity during the Saturday peaks. Potential off-site parking impacts in the West Mesa area are anticipated with this alternative as no additional parking would be included in the West Mesa area under this alternative.

The No New Parking Structure Alternative would result in a net loss of 158 parking spaces. This loss would be due to the removal of existing parking (65 total, with 21 of them being ADA parking spaces) from the Plaza de Panama and from reconfiguration of the Alcazar parking lot to accommodate ADA parking, valet staging, and drop-off. The 21 ADA parking spaces removed from the Plaza would be accommodated in the Alcazar parking lot reconfiguration. The loss of 158 parking spaces from the Park total would not be a significant impact; however, impacts would be greater under this alternative than with the project.

Issue 4: Traffic Hazards

By removing cars from the entire stretch of El Prado east of Balboa Drive, the Plaza de California, Plaza de Panama, and the Mall, the No New Parking Structure Alternative would reestablish pedestrian-only circulation and remove the pedestrian/vehicular conflicts associated with these areas. Thus, like the project, this alternative would have a beneficial effect on safety and would result in a less than significant traffic hazards impact. However, the No New Parking Structure Alternative would provide fewer benefits because it would remove 9 of the 20 existing pedestrian/vehicular conflict areas as compared to 14 for the project.

e. Air Quality

Issue 1: Plan Consistency

The No New Parking Structure Alternative, like the project, would not include a change in land use from the City's General Plan and would, therefore, be consistent with the growth assumptions in the RAQS for San Diego. Impacts would be less than significant for both this alternative and the project.

Issue 2: Violation of Air Quality Standards

Like the project, the No New Parking Structure Alternative would not contribute to exceedance of air quality standards, because it would not introduce any new stationary sources of emissions. Impacts associated with violations of air quality standards would therefore, be less than significant for both the No New Parking Structure Alternative and the project.

Issue 3: Increase in Particulates or Ozone

Because the Centennial Bridge and Road would not be constructed under this alternative, construction-related emissions (particulates) from demolition and grading, construction vehicles, and chemicals used during construction would be incrementally less than under the project. For both the No New Parking Structure Alternative and the project, impacts would be less than significant.

Issue 4: Sensitive Receptors

Impacts to sensitive receptors would be less than significant for both the No New Parking Structure Alternative and the project. This conclusion is based on the approximate similarities between the project and this alternative in regard to the results of the hot spot analysis conducted for the project (Alcazar parking lot improvements).

f. Biological Resources

Issue 1: Sensitive Species

The No New Parking Structure Alternative, similar to the project, has the potential to result in direct and indirect impacts to nesting raptors and species covered under the MBTA during construction activities. These impacts would be significant and require mitigation. The alternative does not include the Centennial Bridge; therefore, its implementation would likely affect fewer trees/nesting birds than the project, because the trees within Cabrillo Canyon (over which the Centennial Bridge would span) would not be disturbed. Nonetheless, the mitigation measure **BR-1** identified in Section 4.6 for the project would also be required to be implemented for the No New Parking Structure Alternative and would reduce sensitive species impacts to below a level of significance.

Issue 2: Sensitive Habitat

No sensitive vegetation communities or habitats occur within the project area. Therefore, this alternative would not have a significant impact to sensitive habitat. Impacts would be similar to the project and less than significant.

Issue 3: Wildlife Corridors

Because the project area is located at the top of an urban canyon system and is not part of a major wildlife movement corridor, there would be no impacts to wildlife movement due to implementation of the No New Parking Structure Alternative or the project.

Issue 4: Invasive Species

As with the project, City regulations require the No New Parking Structure Alternative to include a conceptual landscape plan, which ensures that indirect effects due to invasive species would not occur. As such, impacts would be less than significant for the No New Parking Structure Alternative, as well as the project.

Issue 5: MSCP

The project would dispose of soil export from grading operations off-site at the Arizona Street Landfill on the East Mesa, which is adjacent to MHPA land in Florida Canyon. The No New Parking Structure Alternative would not construct a subterranean parking structure and not generate soil export. Therefore, the No New Parking Structure Alternative would not conflict with the provisions of the MSCP, and impacts would be less than significant and less than the project.

g. Energy Conservation

Issue 1: Energy Use

The No New Parking Structure Alternative's construction energy use would be proportionally less than the project, given that it does not include construction of the Centennial Bridge and Organ Pavilion parking structure. Impacts would be less than significant for both the project and this alternative. Through participation in the Balboa Park Cultural Partnership's park-wide sustainability program and Economic and Environmental Sustainability Strategic Plan for Balboa Park and through compliance with the California Green Building standards, the No New Parking Structure Alternative (and the project) would consume less-than-average rates of energy. Like the project, long-term operational energy impacts associated with the No New Parking Structure Alternative would be less than significant.

h. Geologic Conditions

Issues 1 and 2: Geologic Hazards/Unstable Geologic Unit or Soils

Requirements of the CBC and necessity for a geotechnical investigation would ensure that impacts associated with undocumented fill and compressible soils would be less than significant for this alternative as well as the project. Proper engineering design of all new structures and compliance with the CBC would also ensure that earthquake hazards are reduced to less than significant for both the project and this alternative.

Issue 3: Erosion

The City's Grading Ordinance requires extensive measures to control erosion during and after grading or construction. Conformance with these mandated City grading requirements would ensure that grading and construction operations would avoid significant soil erosion impacts. Potential impacts due to erosion would, therefore, be less than significant for both the No New Parking Structure Alternative and the project.

i. Greenhouse Gases

Issue 1: GHG Emissions

The No New Parking Structure Alternative would generate fewer quantities of construction-related GHG emissions than the project, because it would not construct the Centennial Bridge or the Organ Pavilion parking structure. Annual operational GHG emissions associated with this alternative's energy and water use, and waste disposal also would be slightly less as compared to the project. Therefore, this alternative's GHG emissions would not exceed 900 MTCO₂E per year (based on the project's emissions of 386 MTCO₂E), and GHG emissions impacts under the No New Parking Structure Alternative would be less than significant and less than the project.

Issue 2: Consistency with Plans, Policies, and Regulations

Because the No New Parking Structure Alternative would construct fewer energy- and water-dependent components, emit less than 900 MTCO₂E annual emissions, and not increase traffic, it would also not be cumulatively considerable or thereby conflict with statewide GHG emissions targets. As with the project, impacts would be less than significant for this alternative.

j. Health and Safety/Hazardous Materials

Issue 1: Hazardous Materials

No hazardous materials have been identified on the project site. Similar to the project, development of this alternative would not create a significant hazard to the public or the

environment through release of hazardous materials. Impacts associated with health and safety and hazardous materials under this alternative would be less than significant for both the project and this alternative.

Issue 2: Emergency Response

The No New Parking Structure Alternative has not yet been subject to Fire Department review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in response times beyond acceptable standards, and does not constrain fire/emergency response in the area. Although the Cabrillo Bridge would be closed to vehicular travel by the public, emergency vehicle access would still be permitted to the Central Mesa via El Prado. Thus, like the project, the No New Parking Structure Alternative's impacts to emergency response would be less than significant.

k. Hydrology

Issues 1 and 2: Runoff and Drainage Patterns

Implementation of the No New Parking Structure Alternative would result in runoff conditions similar to the existing condition. The El Prado, Plaza de Panama, and the Mall are currently paved, and after reclamation for pedestrian use in accordance with the alternative, the areas would be covered with hardscape more suitable for pedestrian use. By comparison, the project was found to result in a slight increase in impervious surfaces; however, it would not result in significant flooding or other hydrologic impacts to upstream/downstream properties or environmental resources.

Hydromodification management design features, including LID and BMPs, are required to be incorporated into new development projects to manage, detain, and attenuate post-project runoff and to maintain or reduce pre-project downstream erosion conditions. These measures would also ensure that the overall drainage pattern of the project area would not be substantially altered. The No New Parking Structure Alternative, like the project, would incorporate such design measures and conform to applicable federal, state, and City standards. Overall, hydrological impacts would be less than significant for both the project and this alternative.

l. Noise

Issue 1: Noise/Land Use Compatibility

The No New Parking Structure Alternative would remove vehicles from most of the same locations analyzed for the project (except for Pan American Road East) and would additionally pedestrianize El Prado to Balboa Drive, thereby increasing the distance between noise source (i.e., vehicles) and receptors (i.e., people and buildings) in several

locations through the project site. As with the project, noise/land use compatibility associated with the No New Parking Structure Alternative would be less than significant.

Issue 2: Traffic Generated Noise

Although the alternative, like the project, would not generate new traffic, and therefore, would not increase noise levels due to traffic, it would result in the reconfiguration of vehicle travel and change to the existing noise pattern. The No New Parking Structure Alternative would reconfigure the existing circulation pattern so as to increase distances between vehicle traffic and sensitive receptors in several locations; to a similar extent as the project. However, in this alternative, vehicles would still travel along Pan American Road East, whereas they would not with the project. In other respects relative to traffic noise, this alternative and the project are similar. Therefore, based on the noise analysis conducted for the project, traffic-generated noise in the project area would be less as compared to this alternative. In summary, the No New Parking Structure Alternative would not generate significant traffic noise, and impacts would be less than significant; and similar to the project.

Issue 3: ALUCP Compatibility

The ALUCP for the SDIA (i.e., Lindbergh Field) shows that the southerly portion of the project site lies within the 60–65 CNEL contour of the airport. The ALUCP for Lindbergh Field indicates that noise-sensitive uses are compatible when noise levels are less than 65 CNEL. In the case of this alternative, no new noise-sensitive uses would occur within the airport's 65 CNEL contour. Therefore, the No New Parking Structure Alternative, like the project, would have less than significant ALUCP/aircraft noise compatibility impacts.

Issue 4: On-Site Generated Noise

The alternative would not include any new permanent on-site noise generator (such as the parking structure, included under the project). Impacts due to noise-generating uses would be less than significant for the No New Parking Structure Alternative and less than the project.

Issue 5: Temporary Construction Noise

Noise would be generated during construction activities from construction equipment and hauling trucks. Outdoor use areas would be subject to the effects of construction noise. The outdoor uses in proximity to improvement areas for the No New Parking Structure Alternative are located at the Old Globe, Alcazar Garden, House of Hospitality, Organ Pavilion, and Japanese Friendship Garden, and Botanical Garden. Exterior construction noise impacts at all of these areas would be less than significant for the No New Parking Structure Alternative, similar to the project.

Interior noise levels in the museums and institutions could exceed the 45 dB interior noise standard. The No New Parking Structure Alternative would have the same potential for interior noise impacts as the project. The westerly institutions such as the Globe theatres, the Museum of Man, and the House of Charm, the House of Hospitality and the Plaza de Panama area institutions, would be potentially impacted. Impacts for both the No New Parking Structure Alternative and the project would be significant and require mitigation. The mitigation measure, **N-1**, identified for the project precludes construction during special events and proscribes various noise-minimizing measures on construction equipment, construction staging, and parking areas. This same mitigation measure would be applied to the No New Parking Structure Alternative. Construction noise impacts would, however, remain potentially significant and be similar to the project.

m. Paleontological Resources

Issue 1: Paleontological Resources

Grading operations associated with the No New Parking Structure Alternative would require only 61 cy of excavation, and would therefore, not exceed the City's 1,000 cy excavation threshold for the high paleontological sensitivity areas. Paleontological impacts resulting from development of the No New Parking Structure Alternative would be less than significant and less than the project.

n. Public Services and Facilities

Issue 1: Fire, Police and Public Facilities/Roads Maintenance

Fire Protection and Emergency Medical Services

The No New Parking Structure Alternative has not yet been subject to Fire-Rescue review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in response times beyond acceptable standards, does not constrain fire/emergency response in the area, and does not require an increase in department staffing, facilities, or equipment. Therefore, project impacts to fire protection and emergency services would be less than significant for both the project and this alternative.

Police Protection

The project analysis in Section 4.14 determined that project implementation would not result in an increased demand for public services, including police protection. The same conclusion can generally be reached for the No New Parking Structure Alternative because it, like the project, would not include uses or a circulation pattern that would result in an increased demand for police services. As such, this alternative's impacts to police protection would be less than significant, similar to the project.

Public Facilities/Road Maintenance

The No New Parking Structure Alternative would include the construction of improvements that would result in new maintenance obligations and possibly generate the need for additional maintenance expenditures by the City. These would include maintaining the new Plaza de Panama, the Mall, and El Prado pedestrianized areas. Such tasks as trash removal and landscaping could come out of the existing budget for these areas, as this same type of maintenance activities occur for the existing Plaza, El Prado, and Mall areas. Impacts associated with public facilities and road maintenance would be less than significant.

o. Public Utilities

Issue 1: Water

The projected increase in water demand for the project is attributable to additional landscaping/water features included within the newly pedestrianized areas. The No New Parking Structure Alternative would construct mostly hardscape areas and would not include the new landscaped rooftop park that would be constructed under the project. The No New Parking Structure Alternative would thus demand less water than the project, due to its reclaiming/irrigating less parkland acreage for green space. Regardless, the increase in water demand by the project or this alternative would not trigger substantial changes to the existing on-site water system. The project incorporates drought-resistant landscaping where feasible and water conservation features such as low-flush toilets, low-flow faucets, and timers on irrigation sprinklers to reduce water demands. The No New Parking Structure Alternative would also be bound by City landscaping requirements and the building code, specifically the California Green Building Standards, to minimize water consumption in both its indoor facilities and outdoor water use. Therefore, impacts associated with water supply/water system under this alternative would be less than significant and the same as the project.

Issue 2: Wastewater

The project would not generate new demand for sewer capacity, and therefore, would not require substantial changes to the existing on-site wastewater infrastructure. Due to project design, several manholes and sewer line sections would be abandoned and a new small (eight-inch) sewer line spur would be constructed to tie into the existing system in order to provide sewer service to the new public restroom on top of the parking structure. These latter project components would not be required of the No New Parking Structure Alternative because the parking structure would not be built. In short, any sewer modifications that may be needed to implement the No New Parking Structure Alternative would not be substantial, and impacts would be less than significant for both the project and this alternative.

Issue 3: Solid Waste

The No New Parking Structure Alternative, like the project, would not increase visitorship within the Park; therefore, waste generation during the post-construction/occupancy condition of the alternative would be the same as the existing condition. Solid waste impacts associated with the post-construction/occupancy phase of the No New Parking Structure Alternative would thus be less than significant, similar to the project.

The No New Parking Structure Alternative would not include construction of the Centennial Bridge. It would also not include the same quantities of demolition/construction materials associated with the project's Pan American Road East improvements, or the materials associated with construction of the Organ Pavilion parking structure or demolition of the existing parking lot. Similar to the project, as a condition of approval, implementation of a final WMP would be verified in order to ensure that impacts would be less than significant.

Issue 4: Energy Infrastructure

The No New Parking Structure Alternative, like the project, would require the relocation of existing SDG&E and AT&T utilities where they conflict with grading or construction activities. The construction of permanent new energy infrastructure (e.g., transformers, poles, substation) would not be required for implementation of the No New Parking Structure Alternative (or the project). This alternative would additionally not require the temporary aerial system required for electric facilities south of the Organ Pavilion in order to construct the parking structure. Nonetheless, energy infrastructure impacts would be less than significant for both the No New Parking Structure Alternative and the project.

p. Water Quality

Issue 1: Pollutant Discharge

Construction activities under the No New Parking Structure Alternative could result in contaminated runoff throughout the project site. Compliance with federal, state, and local water quality standards is assured through adherence to the City's Storm Water Standards and conditions placed on building permits prior to project approval. Adherence to the City's Storm Water Standards is considered to preclude water quality impacts. The No New Parking Structure Alternative would also be required to adhere to the City's Storm Water Standards, and would include treatment control BMPs (similar to the project). Through these actions, the potential impacts to water quality would be avoided or reduced to a less than significant level for both the No New Parking Structure Alternative and the project.

9.3.3A.3 Conclusion Regarding the No New Parking Structure Alternative

The No New Parking Structure Alternative would avoid the project's significant and unmitigable land use (plan consistency); historical resource (built environment), and visual quality (architectural character) impacts, by not including the Centennial Bridge project component. The No New Parking Structure Alternative would also reduce (but not completely avoid in all cases) the project's significant and mitigable land use (MSCP), biological (raptors, MSCP), historical resources (archaeological), paleontological resource, and noise (temporary construction noise) impacts, due to a less intensive construction footprint; however, interior construction noise impacts would remain significant and unmitigable under this alternative.

This alternative would have greater traffic impacts compared to the project in the near-term and in 2030 with internal and external roadways/intersections that would operate poorly, constituting significant mitigable and unmitigable impacts.

While the No New Parking Structure Alternative would attain some of the project objectives (1 and 2) by removing vehicles from El Prado, the Plaza de California, the Plaza de Panama, and the Mall; repaving and replanting these areas in accordance with restored pedestrian use, ~~and resolving some traffic hazards, and would partially meet~~ Objective 4 by creating a vehicle-free corridor along El Prado, across the Cabrillo Bridge, and through the Plaza de California, Plaza de Panama, and the Mall to the Organ Pavilion. However, it would not provide additional parking (Objective 3), ~~improve tram service between the Prado and Palisades (Objective 4)~~ or include a funding plan for improvements (Objective 5). This alternative also would provide fewer benefits than the project through resolving fewer pedestrian/vehicular conflicts; providing less restored free and open parkland; and providing no additional parking in proximity to the Park's institutions.

9.3.3B Organ Pavilion Parking Structure Alternative

The Organ Pavilion Parking Structure Alternative generally includes most features of the BPMP and CMPP, such as the Organ Pavilion parking structure and restoration of the Plaza de Panama, but was developed to also reflect a long-term goal of the BPMP, which states, “when off-site parking, transit, tram and shuttle systems provide adequate access to the Prado and Palisades areas, consider closing the Cabrillo Bridge to automobiles...” Therefore, this alternative is similar to the CMPP, but also allows for a comparison of impacts associated within closure the Cabrillo Bridge to vehicular traffic.

9.3.3B.1 Description of the Organ Pavilion Parking Structure Alternative

Development under this alternative would prohibit vehicle traffic along El Prado, east of Balboa Drive and over the Cabrillo Bridge. There would be no public vehicular access to the Park from the West Mesa, and a total of 7.29 acres would be reclaimed for pedestrian use including the Cabrillo Bridge, Plaza de California, El Prado, the Plaza de Panama, the Mall, Pan American Road East, and the existing Organ Pavilion parking lot. The landscape and hardscape improvements identified for the project would also be implemented with the Organ Pavilion Parking Structure Alternative, including new trees and foundation plantings along El Prado; new trees, widened median, and furnishings along the Mall; and new lawn panels, trees, furniture, and two shallow reflecting pools in the Plaza de Panama.

Vehicular access to the Central Mesa would be from the east via Presidents Way, Space Theater Way, or Village Place. Upon entrance from Presidents Way, vehicle traffic would continue to the parking structure/rooftop park included at the site of the existing Organ Pavilion parking lot. Vehicular traffic could continue north via the new Centennial Road to the Alcazar parking lot for ADA parking, valet services, or passenger drop-off, only. Under this alternative, there would be only a single entrance/exit into the Alcazar parking lot. Like the project, a tram loop would run from the parking structure to the Plaza de Panama. This alternative would provide a net increase of ~~260~~²⁷³ parking spaces through the construction of a ~~798~~⁷⁹⁷-stall, underground pay parking structure at the location of the Organ Pavilion parking lot, same as the project. Also similar to the project, the roof of the parking structure would be covered with a landscaped park and the Pan American Promenade would be constructed to connect the rooftop park to the Organ Pavilion and Mall, and soil export would be disposed of at the Arizona Street Landfill. This alternative is depicted in Figures 9-4a and 9-4b.

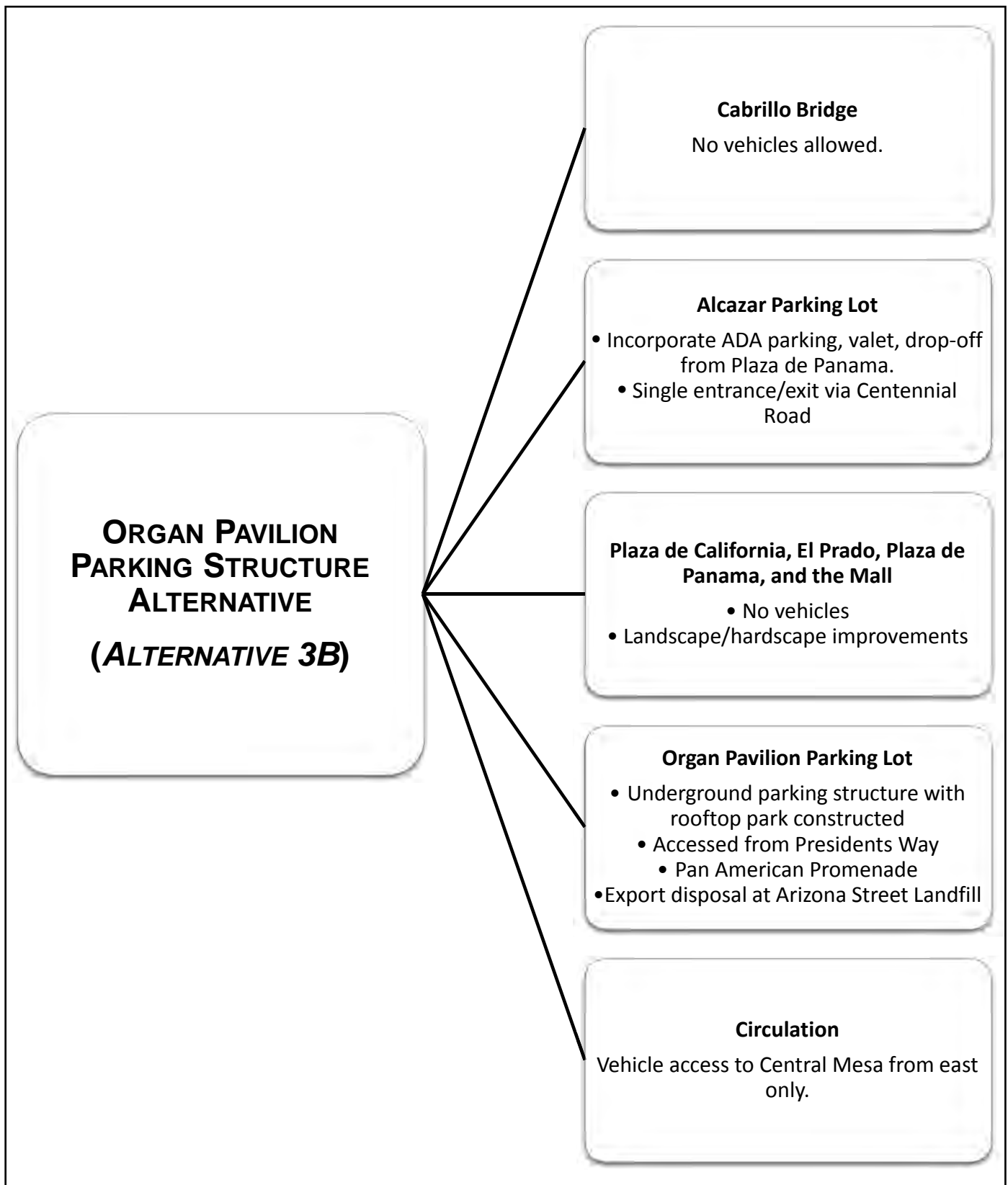
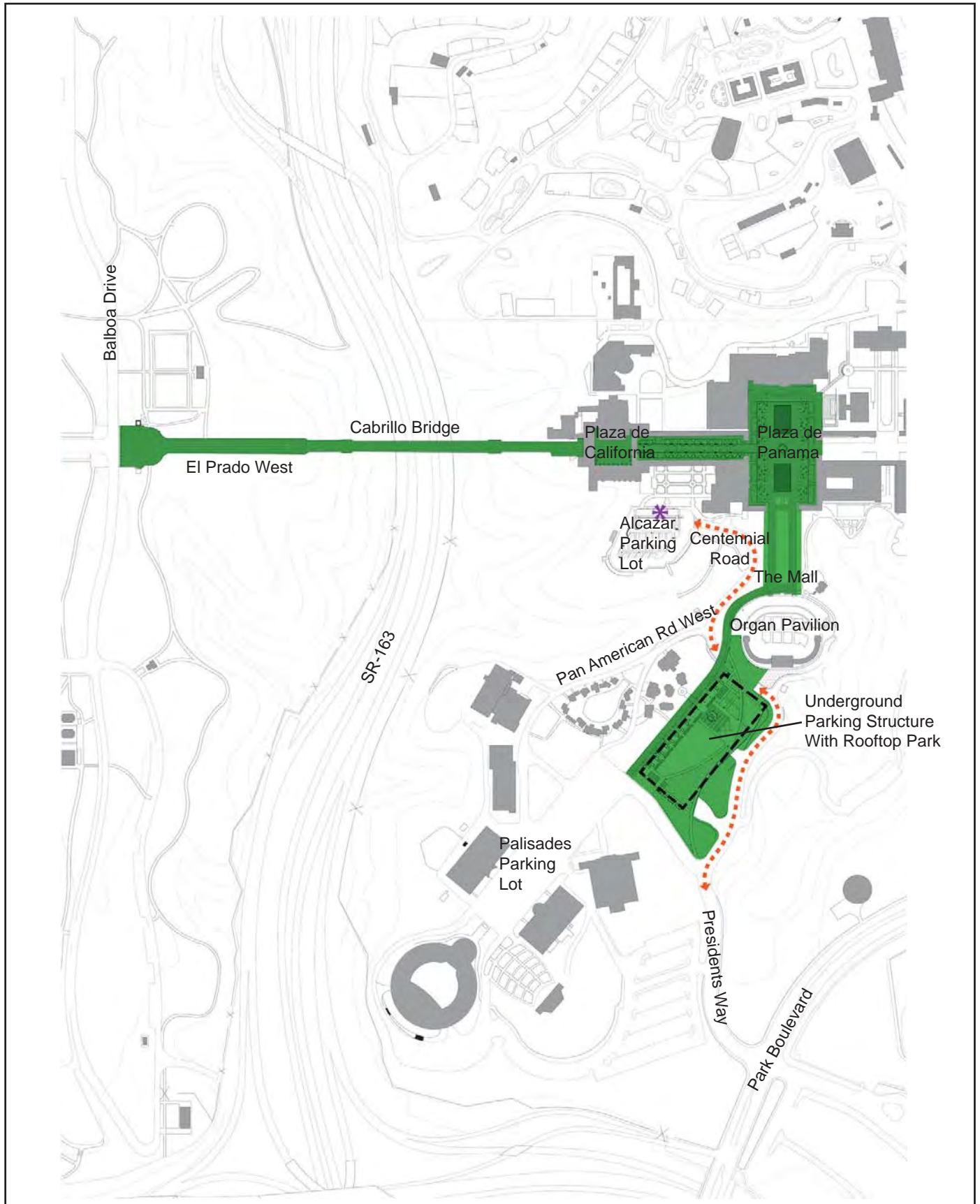


FIGURE 9-4a
Organ Pavilion Parking Structure Alternative
Alternative 3B



■ Parkland Reclamation
↔ Two-way Vehicle Access

--- Parking Structure
* Drop-off Location

No Scale



FIGURE 9-4b

Organ Pavilion Parking Structure Alternative (Alt 3B)

9.3.3B.2 Environmental Analysis of the Organ Pavilion Parking Structure Alternative

a. Land Use

Issue 1: Development Standards

The Organ Pavilion Parking Structure Alternative would require the same deviation as the project, from the City's ESL regulations due to encroachment into steep slopes south of the Alcazar parking lot and east of Palm Canyon. Like the project, this alternative's deviation from the ESL regulations would not result in a significant secondary land use impact.

This alternative would avoid impacts associated with the Centennial Bridge and HRR non-conformance. However, construction of a portion of Centennial Road under the Organ Pavilion Parking Structure Alternative would require a deviation from the City's HRR because the roadway would conflict with SOI Rehabilitation Standards 2 and 9. As described in detail in Section 4.2, this deviation would not, however, result in a significant impact to an historical resource because it would not impact any contributing features of the NHL, and it would not demolish, destroy, relocate, or alter the NHL such that it would be materially impaired.

The Centennial Road component also requires a deviation from the City's Street Design Manual with respect to the commercial local street section. Secondary impacts associated with traffic hazards would be less than significant. Overall, secondary land use impacts associated with development standard nonconformance would be less than significant with this alternative and less than the project.

Issue 2: Plan Consistency

General Plan Consistency

The Organ Pavilion Parking Structure Alternative would be consistent with historic preservation and urban design policies contained in the City's General Plan, because it would eliminate the Centennial Bridge component of the project. No secondary land use impacts associated with General Plan inconsistencies would occur. Impacts would be less than the project.

BPMP and CMPP Consistency

The major goals of the BPMP and CMPP: create a pedestrian-oriented park environment, with convenient accessibility; reduce pedestrian/vehicular conflicts; increase free and open parkland, and restore or improve existing building and landscaped areas, while preserving historical significance and meeting the functional needs of the Park would be met through development of this alternative.

Like the project, development under this alternative would proceed with the requirement for an amendment to both the BPMP and CMPP, for modifications to the circulation plan. The circulation plan amendments would result in significant unmitigable secondary land use impacts with respect to traffic capacity, because closure of the Cabrillo Bridge would result in impacts to several external roadway segments, which would not occur under the CMPP.

The Organ Pavilion Parking Structure Alternative would not construct the Centennial Bridge, and would therefore, avoid the project's significant unmitigable secondary land use impacts to historical resources. Overall, secondary impacts resulting from plan amendments would be significant and unmitigable for both this alternative and the project.

East Mesa Precise Plan

Both the project and the Organ Pavilion Parking Structure Alternative would export soil excavated for construction of the Organ Pavilion parking structure to the Arizona Street Landfill on the East Mesa, an activity which would be consistent with the reclamation program for the Landfill. Therefore, similar to the project, the Organ Pavilion Parking Structure Alternative would be consistent with the EMPP.

MSCP Subarea Plan

The Florida Canyon MHPA is adjacent to a portion of the Arizona Street Landfill. The placement of soil export and grading operations within the Arizona Street Landfill disposal site has the potential to result in significant indirect impacts to the MHPA associated with noise, lighting, drainage, and the introduction of invasive plants. Implementation of mitigation measure **LU-1** for MHPA Adjacency would reduce impacts to less than significant for both this alternative and the project.

Issue 3: Land Use Incompatibility

The Organ Pavilion Parking Structure Alternative would be consistent with the adopted land use designation and intensity, compatible with existing and surrounding land uses, and would reduce pedestrian/vehicular conflicts. Similar to the project, this alternative would remove vehicles from El Prado, the Plaza de California, Plaza de Panama, and the existing Organ Pavilion parking lot, thereby alleviating some land use compatibility issues associated with vehicular and pedestrian use and achieving an overarching goal of the BPMP. Both the project and this alternative would yield less than significant land use incompatibility results.

Issue 4: San Diego International Airport ALUCP Compatibility

This alternative, like the project, would require an amendment to both the BPMP and CMPP and would thus need to be submitted to the ALUC for a consistency

determination and to the FAA for a determination of no hazard. Consistent with the project's determinations, the ALUC would likely determine that the Organ Pavilion Parking Structure Alternative is consistent with the SDIA ALUCP, based on it being a land use that is compatible with the 60–65 CNEL noise contours, and that it is not located within the Airport Approach Overlay Zone or Runway Protection Zone. A determination of “no hazards” to air navigation would also likely be issued by the FAA for this alternative, as it has for the project. Like the project, the Organ Pavilion Parking Structure Alternative would be consistent with the SDIA ALUCP, and impacts would be less than significant.

b. Historical Resources

Issue 1: Historic Resources (Built Environment)

Most components of this alternative would comply with SOI Rehabilitation Standards and would have some beneficial impacts on the NHL. The repaving and planting scheme would replace non-historic features and materials with more compatible counterparts. All components of the Organ Pavilion Parking Structure Alternative would be compatible with the NHL and would not adversely impact historic structures.

The construction of Centennial Road under the Organ Pavilion Parking Structure Alternative would alter the existing circulation network in the NHL and would not be consistent with SOI Rehabilitation Standards 2 and 9; however, the adverse effect would not be considered significant, since it would not demolish, destroy, relocate or alter the NHL such that it would be materially impaired. Thus, the impact of the Centennial Road under this alternative would be less than significant. This alternative would not include construction of the Centennial Bridge, and therefore, the significant and unmitigable project impact to the NHL would be avoided under this alternative. Impacts to historic resources would be less than significant and less than the project.

Issue 2: Archaeological Resources

Archeological resources would be potentially impacted by this alternative, same as the project, through grading and excavation activities, particularly associated with construction of the Organ Pavilion parking structure and rooftop park. The same mitigation measure, **HR-1** for the project, could be applied to the Organ Pavilion Parking Structure Alternative to reduce archaeological impacts to less than significant, similar to the project.

Issue 3: Religious/Sacred Uses

Because there are no known Native American religious or sacred uses within the Park or immediate vicinity, implementation of the project or this alternative would have no

impacts to religious and sacred uses. Impacts would be less than significant and the same as the project.

Issue 4: Human Remains

Because there are no known burial sites or cemeteries within the Park or immediate vicinity, it is not expected that human remains would be disturbed as a result of the project or this alternative. Impacts would be less than significant and the same as the project.

c. Visual Effects and Neighborhood Character

Issue 1: Public Views

The primary visual distinction between the Organ Pavilion Parking Structure Alternative and the project is the Centennial Bridge. Under this alternative, the historic and architectural character of the Park's western entrance would be pedestrianized with no physical changes to the Cabrillo Bridge or El Prado. Improvements included under this alternative would not result in any substantial adverse change to a public view, as identified in the BPMP or CMPP. Therefore, the Organ Pavilion Parking Structure Alternative would have less than significant impacts to public views and; would be less than the project.

Issue 2: Neighborhood Character/Architecture

This alternative would not include the Centennial Bridge component of the project, thereby eliminating the significant unmitigated impact that would occur under the project from the introduction of a modern architectural element into a historical setting. Like the project, the Organ Pavilion Parking Structure Alternative would not include improvements visible from SR-163, and it would not remove a greater number of CMPP significant trees than the project. Impacts of the Organ Pavilion Parking Structure Alternative would be less than significant and less than the project.

Issue 3: Landform Alteration

Grading and landform alteration would be similar under this alternative and the project, except for the grading and landform alteration associated with the construction of Centennial Bridge. The majority of grading associated with both the Organ Pavilion Parking Structure Alternative and the project would be attributed to excavation for the underground parking structure. Both the project and this alternative also would require minimal encroachment into ESL steep slopes in conjunction with the construction of the Centennial Road near Palm Canyon and reconfiguration and regrading of the Alcazar parking lot for ADA compliance. The majority of the Central Mesa is comprised of artificial slopes associated with the Park's original development. Therefore, impacts to

natural landforms would be less than significant for both the Organ Pavilion Parking Structure Alternative and the project.

Issue 4: Development Features

Like the project, the Organ Pavilion Parking Structure Alternative would require the construction of retaining walls in conjunction with regrading of the Alcazar parking lot, Centennial Road, and the Organ Pavilion parking structure. Retaining walls would be located in lesser visible areas and would be screened through appropriate landscape treatments. Visual impacts associated with use of retaining walls would be less than significant for both this alternative and the project.

d. Transportation/Circulation and Parking

The TIA prepared for the project includes analysis of the Organ Pavilion Parking Structure Alternative for the existing plus Organ Pavilion Parking Structure Alternative, years 2015 (near-term) and 2030 (cumulative). Roadway segments were evaluated and mitigation identified for weekday impacts only, as roadway segments are typically based on weekday conditions. However, the intersections were evaluated for weekday and weekend, but mitigated for weekend (worst-case) impacts only. This is due to the fact that Park use normally peaks during the weekends and peak hour intersections are typically a more accurate indicator of actual traffic operations as compared to daily roadway segments. This is consistent with previous traffic analyses within the Balboa Park area. Also, the internal intersections were evaluated during the AM peak periods only, as volumes for these periods are generally higher than the PM peak periods, thus representing a worst-case analysis.

Issue 1: Traffic Capacity

As shown in the TIA, there are several intersections and roadways studied as part of the Organ Pavilion Parking Structure Alternative which would be significantly impacted in both the 2015 and 2030 conditions.

In 2015, the Organ Pavilion Parking Structure Alternative would have a total of five intersections and roadway segments that operate poorly. Of the five, four would have a significant impact, one of which is unmitigable and listed below.

The following roadway segment is already built to its ultimate street classification, thus the impact is unmitigable:

- A Street between Sixth Avenue and Park Boulevard

In 2030, the Organ Pavilion Parking Structure Alternative would have a total of fourteen intersections and roadway segments that operate poorly. Of the fourteen, eleven would have significant impacts, five of which are unmitigable and listed below.

The following intersection would have significant, unmitigable impacts:

- Park Boulevard/Space Theater Way

The following roadway segments are already built to their ultimate street classifications, thus impacts are unmitigable:

- Sixth Avenue between Robinson Avenue and Upas Street
- Sixth Avenue between Upas Street and Quince Drive
- Robinson Avenue between Vermont Street and Park Boulevard
- A Street between Sixth Avenue and Park Boulevard

Thus, the Organ Pavilion Parking Structure Alternative would have worse impacts with respect to traffic capacity compared to the project in the near-term (2015) and 2030 conditions. By comparison, the project would have no significant, unmitigable impacts associated with traffic capacity or operations within the study area roadways and intersections.

Issue 2: Circulation and Access

The Organ Pavilion Parking Structure Alternative would alter the existing internal circulation of the project area and Central Mesa. Traffic would be precluded from entering or exiting the Central Mesa from the west. Vehicular traffic would enter the project area from the east via Presidents Way off Park Boulevard and travel either on Presidents Way southwest to the Palisades parking lot or northwest on Centennial Road to a new parking structure behind the Organ Pavilion or the Alcazar parking lot. Traffic would then circulate out of the Alcazar parking lot back to the southeast via Centennial Road. As with the project, the Organ Pavilion Parking Structure Alternative would also allow for adequate emergency access to the Plaza de Panama and throughout the project site, in accordance with mandatory standards and requirements. Although this alternative would preclude vehicular access to the project area from the west, impacts to circulation and access would be less than significant, but and greater than the project.

Issue 3: Parking

It is estimated that about 100 vehicles during peak hours tend to find parking on the West Mesa and walk to the site versus accessing the site via Park Boulevard/Presidents Way. This was estimated based on actual traffic coming to the Park from the West Mesa (via El Prado), parking occupancies within the Central Mesa, and the walking distance required from the West Mesa to the center of Plaza de Panama. The estimated walking distance from Balboa Drive to the Plaza de Panama is 2,200 feet (2,000 feet is generally considered the maximum walking distance from a parking facility, based on

ULI Level of Service Conditions for Walking Distance from Parking Tables). Additional nearby parking would need to be provided in the West Mesa area to accommodate this increased parking demand, as on-street parking in the immediate area (Balboa Drive and Sixth Avenue) is currently at capacity during the Saturday peaks. Potential off-site parking impacts in the West Mesa area are anticipated with this alternative as no additional parking would be included in the West Mesa area under this alternative.

The Organ Pavilion Alternative would result in the same amount of parking as the project, a net increase of ~~260~~²⁷³ parking spaces over the existing condition. Therefore, as with the project, this alternative would have a less than significant on-site parking impact.

Issue 4: Traffic Hazards

By removing cars from the entire stretch of El Prado (east of Sixth Avenue), the Plaza de California, Plaza de Panama, and the Mall, the Organ Pavilion Parking Structure Alternative would re-establish pedestrian-only circulation and remove the pedestrian/vehicular conflicts associated with these areas. Thus, like the project, traffic hazards associated with the Organ Pavilion Parking Structure Alternative would be less than significant. This alternative would remove 16 of the 20 existing conflict areas, providing greater benefits than the project, which would resolve 14 of the existing conflicts.

e. Air Quality

Issue 1: Plan Consistency

The Organ Pavilion Parking Structure Alternative, like the project, would not include a change in land use from the City's General Plan and is, therefore, considered to be consistent with the growth assumptions in the SIP's RAQS for San Diego. Impacts would be less than significant for both this alternative and the project.

Issue 2: Violation of Air Quality Standards

Like the project, the Organ Pavilion Parking Structure Alternative would not contribute to exceedance of air quality standards, because it would not introduce any new stationary sources of emissions. Impacts associated with violations of air quality standards would therefore, be less than significant for both the Organ Pavilion Parking Structure Alternative and the project.

Issue 3: Increase in Particulates or Ozone

Because the Centennial Bridge would not be constructed under this alternative, construction-related emissions (particulates) from demolition and grading, construction vehicles, and chemicals used during construction would be incrementally less than the

project. However, both construction-related emissions and operational air quality emissions would be less than significant for both the project and this alternative.

Issue 4: Sensitive Receptors

Impacts to sensitive receptors would be less than significant for both the Organ Pavilion Parking Structure Alternative and the project. This conclusion is based on the approximate similarities between the project and this alternative in regard to the results of the hot spot analysis conducted for the project (Alcazar parking lot Improvements).

f. Biological Resources

Issue 1: Sensitive Species

The Organ Pavilion Parking Structure Alternative, similar to the project, has the potential to result in direct and indirect impacts to nesting raptors and species covered under the MBTA during construction activities. These impacts would be significant and require mitigation. The alternative would not include the Centennial Bridge; therefore, its implementation would likely affect fewer trees/nesting birds than the project, because the trees within Cabrillo Canyon (over which the Centennial Bridge would span) would not be disturbed. As with the project, mitigation measure **BR-1** identified in Section 4.6 would be required for the Organ Pavilion Parking Structure Alternative and would reduce sensitive species impacts to below a level of significance.

Issue 2: Sensitive Habitat

No sensitive vegetation communities or habitats occur within the project area. Neither the project nor this alternative would have a significant impact to sensitive habitat.

Issue 3: Wildlife Corridors

Because the project area is located at the top of an urban canyon system and is not part of a major wildlife movement corridor, there would be no impacts to wildlife movement due to implementation of this alternative or the project.

Issue 4: Invasive Species

As with the project, City regulations require this alternative to include a conceptual landscape plan, incorporated into the project design, which ensures that indirect effects due to invasive species would not occur. As such, impacts would be less than significant for this alternative and the project.

Issue 5: MSCP

The project area is not adjacent to the City of San Diego's MHPA. However, the project would dispose of soil export from grading operations off-site at the Arizona Street Landfill on the East Mesa, which is adjacent to MHPA land in Florida Canyon. The Organ Pavilion Parking Structure Alternative would also construct a subterranean parking structure, and generate approximately the same amount of soil export. Both the project and this alternative would comply with the MHPA Land Use Adjacency Guidelines mitigation measure (LU-1). Therefore, neither the project nor this alternative would conflict with the MSCP, and impacts would be less than significant after mitigation.

g. Energy Conservation

Issue 1: Energy Use

Development under the Organ Pavilion Parking Structure Alternative would result in incrementally less construction energy consumption compared to the project because the Centennial Bridge would not be constructed. Impacts would be less than significant for both the project and this alternative.

Through participation in the Balboa Park Cultural Partnership's park-wide sustainability program and Economic and Environmental Sustainability Strategic Plan for Balboa Park and through compliance with the California Green Building standards, the Organ Pavilion Parking Structure Alternative (and the project) would consume less-than-average rates of energy. Long-term operational energy use for both the Organ Pavilion Parking Structure Alternative and the project would be less than significant.

h. Geologic Conditions

Issues 1 and 2: Geologic Hazards/Unstable Geologic Unit or Soils

Similar to the project, the removal and recompaction of the undocumented fill remedial grading would be required under this alternative. Similar to the project, this alternative would require regulatory compliance and adherence to the recommendations described in the Geotechnical Investigation to reduce significant impacts associated with geologic conditions to less than significant levels. Impacts would be the same as the project.

Issue 3: Erosion

Likewise, grading activities associated with this alternative, while less than the project, could result in erosion potential during and/or after grading. Conformance with the City's grading ordinance, CBC, and implementation of the recommendations described in the Geotechnical Investigation would ensure that erosion impacts would be less than significant for both the project and the Organ Pavilion Parking Structure Alternative.

i. Greenhouse Gases

Issue 1: GHG Emissions

The Organ Pavilion Parking Structure Alternative would generate fewer construction-related quantities of GHG emissions, since it would not include construction of the Centennial Bridge. Operational GHG emissions would be the same as the project because energy and water use, and waste disposal would be comparable to the project. Because the Organ Pavilion Parking Structure Alternative's GHG emissions would not exceed 900 MTCO₂E per year (based on the project's emissions of 386 MTCO₂E), its GHG emissions impacts would be less than significant, and slightly less than the project.

Issue 2: Consistency with Plans, Policies, and Regulations

As described above, because this alternative would incorporate similar project design, emit less than 900 MTCO₂E annual emissions, and not increase traffic, it would also not be cumulatively considerable or thereby conflict with statewide GHG emissions targets. GHG plan consistency impacts would be less than significant; as they would for the project.

j. Health and Safety/Hazardous Materials

Issue 1: Hazardous Materials

No hazardous materials have been identified on the project site. Similar to the project, development of the Organ Pavilion Parking Structure Alternative would not create a significant hazard to the public or the environment through release of hazardous materials. Impacts associated with health and safety and hazardous materials under both the project and this alternative would be less than significant.

Issue 2: Emergency Response

This alternative has not yet been subject to Fire Department review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in response times beyond acceptable standards, and does not constrain fire/emergency response in the area. Although the Cabrillo Bridge would be closed to vehicular travel by the public, emergency vehicle access would still be permitted to the Central Mesa via El Prado. The Organ Pavilion Parking Structure Alternative impacts to emergency response would be less than significant, as would those of the project.

k. Hydrology

Issues 1 and 2: Runoff and Drainage Patterns

The Organ Pavilion Parking Structure Alternative would not result in the construction of the Centennial Bridge. While the Organ Pavilion parking structure and rooftop park would be constructed, there would be no increase in existing impervious surfaces under this alternative. Therefore, under both the project and this alternative, impacts associated with increased impervious surfaces and associated runoff, and drainage would be less than significant.

Hydromodification management design features, including LID and BMPs, are required to be incorporated into new development projects to manage, detain, and attenuate post-project runoff and to maintain or reduce pre-project downstream erosion conditions. These measures would also ensure that the overall drainage pattern of the Park area would not be substantially altered. The Organ Pavilion Parking Structure Alternative, like the project, would incorporate such design measures and conform to applicable federal, state, and City standards. Overall, hydrological impacts would be less than significant for both the project and this alternative.

l. Noise

Issue 1: Noise/Land Use Compatibility

The Organ Pavilion Parking Structure Alternative would remove vehicles from similar locations as the project, and while noise/land use compatibility impacts would be less than significant (based on the findings of the project analysis), the positive effects of pedestrianization on reducing noise levels would be similar with this alternative as compared to the project. This alternative would remove vehicles from the Cabrillo Bridge, El Prado, the Plaza de Panama, the Mall, and Pan American Road East, thereby reducing noise levels in these areas and in the surrounding museums and institutions. Noise/land use compatibility associated with this alternative would be less than significant and similar to the project.

Issue 2: Traffic-Generated Noise

The Organ Pavilion Parking Structure Alternative, like the project, would not generate new traffic, and therefore, not increase noise levels due to traffic. This alternative would, however, reconfigure vehicle travel, which would result in changes to the existing noise pattern. This alternative would reconfigure the existing circulation pattern so as to increase distances between vehicle traffic and sensitive receptors to approximately the same extent as the project. Traffic-related noise impacts associated with this alternative would be less than significant, and similar to the project.

Issue 3: ALUCP Compatibility

The ALUCP for the SDIA (i.e., Lindbergh Field) shows that the southerly portion of this alternative and project site lies within the 60–65 CNEL contour of the airport. This is shown in Figure 4.12-2. The ALUCP for Lindbergh Field indicates that noise-sensitive uses are compatible when noise levels are less than 65 CNEL. In the case of this alternative, same as the project, the only new noise-sensitive use that would occur within the airport's 65 CNEL contour would be the rooftop park. This is considered in the ALUCP as being a land use compatible with the 65 CNEL. Therefore, this alternative, same as the project, would have less than significant ALUCP/aircraft noise compatibility impacts.

Issue 4: On-Site Generated Noise

In the case of the Organ Pavilion Parking Structure Alternative, like the project, the Organ Pavilion parking structure comprises a new on-site noise generating source. While the parking capacity of this structure in the Organ Pavilion Parking Structure Alternative may be larger than the project, the location and general design of the structure would be the same. Therefore, the project analysis of the potential effects of the Organ Pavilion parking structure on the noise environment would apply to this alternative. While periodic noise would result from use of the parking structure, the worst-case hourly noise level was determined to be 62.4 dB(A) $L_{eq(1)}$ at 50 feet. Parking structure activity noise at the nearest receptors (Organ Pavilion, Hall of Nations/U.N. Building and Hall of Champions) would not result in a significant increase in noise and would not exceed noise ordinance limits. Therefore, for the Organ Pavilion Parking Structure Alternative, and the project, noise impacts due to parking structure activities would be less than significant.

Issue 5: Temporary Construction Noise

Noise would be generated during construction activities from construction equipment and hauling trucks. Outdoor use areas would be subject to effects of construction noise. Outdoor uses in proximity to improvement areas for the Organ Pavilion Parking Structure Alternative include the Alcazar Garden, Old Globe Theatre, House of Hospitality, Organ Pavilion, Japanese Friendship Garden, Botanical Garden and the International Cottages. Exterior construction noise impacts at all of these areas would be less than significant for the Organ Pavilion Parking Structure Alternative, similar to the project.

Interior noise levels in the museums and institutions could exceed the 45 dB interior noise standard. The Organ Pavilion Parking Structure Alternative would have the same potential for interior noise impacts as the project. The House of Charm, House of Hospitality, and the Plaza de Panama area institutions would be potentially impacted. Impacts for both this alternative and the project would be significant and require mitigation. The mitigation measure, **N-1**, identified for the project precludes construction

during special events and proscribes various noise-minimizing measures on construction equipment, construction staging, and parking areas. This same mitigation measure would be applied to the Organ Pavilion Parking Structure Alternative. Construction noise impacts would, however, remain significant and unmitigable, similar to the project.

m. Paleontological Resources

Issue 1: Paleontological Resources

Grading operations associated with the Organ Pavilion Parking Structure Alternative would be similar to those under the project and would exceed the 1,000 cy threshold for the high-sensitivity areas. Like the project, impacts resulting from development of this alternative would be potentially significant and require mitigation measures similar to the project in order to reduce impacts to less than significant levels. The mitigation measure **PAL-1** for the project would also be required to be implemented for this alternative. Impacts for both this alternative and the project would be less than significant after mitigation.

n. Public Services and Facilities

Issue 1: Fire, Police and Public Facilities/Roads Maintenance

Fire Protection and Emergency Medical Services

The Organ Pavilion Parking Structure Alternative has not yet been subject to Fire-Rescue review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in response times beyond acceptable standards, does not constrain fire/emergency response in the area, and does not require an increase in department staffing, facilities, or equipment. Overall, impacts to fire protection and emergency services under both the Organ Pavilion Parking Structure Alternative and the project would be less than significant.

Police Protection

New or expanded police facilities would not be needed for the project, and therefore impacts to police protection would be less than significant for the project. The same conclusion can generally be assumed for the Organ Pavilion Parking Structure Alternative because it, like the project, would not include uses or a circulation pattern that would result in an increased demand for police services. This alternative, like the project, requires consultation with the Police Department and adherence to crime prevention design guidelines as part of the plan check submittal process. As such, the Organ Pavilion Parking Structure Alternative impacts to police protection would be less than significant, similar to the project.

Public Facilities/Road Maintenance

As with the project, the Organ Pavilion Parking Structure Alternative would recover the cost of maintaining the parking structure through revenues generated by paid parking within the new parking facility. This would also cover the cost of maintaining parking structure related facilities, including housekeeping, trash removal, utilities, operational systems, equipment, elevators, and landscaping. The cost of maintaining the remaining improvements would be accomplished through current City funding sources. Therefore, impacts associated with public facilities and road maintenance would be less than significant. This is the same as the project.

o. Public Utilities***Issue 1: Water***

Implementation of the Organ Pavilion Parking Structure Alternative would result in a similar increase in water demands as the project, attributable to additional landscaping/water features included within El Prado, Plaza de Panama, the Mall, and the parking structure and rooftop park. Like the project, this increase in water demand would not trigger substantial changes to the existing on-site water system. This alternative would incorporate drought-resistant landscaping where feasible and water conservation features the implementation of which would avoid significant impacts resulting from the increased water demand. Therefore, like the project, impacts associated with water supply under this alternative would be less than significant.

Issue 2: Wastewater

The project is not projected to generate new demand for sewer capacity, and therefore, would not require substantial changes to the existing on-site wastewater infrastructure. In general, these same or similar sewer infrastructure modifications would be required of this alternative. These modifications would not be substantial and impacts would be less than significant for both the project and the Organ Pavilion Parking Structure Alternative.

Issue 3: Solid Waste

The Organ Pavilion Parking Structure Alternative, like the project, would not increase visitorship within the Park; therefore, waste generation during the post-construction/occupancy condition of the alternative would be the same as the existing condition. Solid waste impacts associated with the post-construction/occupancy phase of the Organ Pavilion Parking Structure Alternative would thus be less than significant, similar to the project.

Development under the Organ Pavilion Parking Structure Alternative would incrementally reduce construction activities, through omission of the Centennial Bridge, as compared to the project, resulting in the generation of less waste materials. Similar to

the project, as a condition of approval, implementation of a final WMP would be verified in order to ensure that impacts would be less than significant.

Issue 4: Energy Infrastructure

The Organ Pavilion Parking Structure Alternative, like the project, would require the relocation of existing SDG&E and AT&T utilities where they conflict with grading or construction activities. The construction of permanent new energy infrastructure (e.g., transformers, poles, substation) would not be required for implementation of the Organ Pavilion Parking Structure Alternative (or the project). And like the project, this alternative would require the temporary aerial system required for electric facilities south of the Organ Pavilion in order to construct the parking structure. Nonetheless, energy infrastructure impacts would be less than significant for both the Organ Pavilion Parking Structure Alternative and the project.

p. Water Quality

Issue 1: Pollutant Discharge

Construction activities under the Organ Pavilion Parking Structure Alternative, especially those attributable to the construction of the parking structure and rooftop park, could result in contaminated runoff. Compliance with federal, state, and local water quality standards is assured through adherence to the City's Storm Water Standards and conditions placed on building permits prior to project approval. Adherence to the City's Storm Water Standards is considered to preclude water quality impacts. The Organ Pavilion Parking Structure Alternative would also be required to adhere to the City's Storm Water Standards, and would include treatment control BMPs (similar to the project). Through these actions, the potential impacts to water quality would be avoided or reduced to a less than significant level for both the No New Parking Structure Alternative and the project.

9.3.3B.3 Conclusion Regarding the Organ Pavilion Parking Structure Alternative

The Organ Pavilion Parking Structure Alternative would avoid the significant and unmitigable project impacts to land use (plan consistency); historical resources (built environment); and visual quality (architectural character). However, this alternative would have greater traffic impacts compared to the project in the near-term and in 2030 with internal and external roadways/intersections that would operate poorly, constituting significant mitigable and unmitigable impacts.

Like the project, this alternative would result in significant and mitigable impacts associated with land use (MSCP), biological (raptors, MSCP), historical resources

(archaeological), and paleontological resources, and significant and unmitigable impacts associated with noise (temporary construction noise).

While this alternative would attain several of the project objectives, specifically those associated with reclaiming pedestrian areas (Objectives 1, 2, and 4), it would not improve access to the Central Mesa (Objective 3) by precluding vehicle access from the West Mesa. This alternative also would provide fewer benefits than the project through resolving fewer pedestrian/vehicular conflicts; and providing no improvements to access and circulation.

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9.3.3C West Mesa Parking Structure Alternative

The West Mesa Parking Structure Alternative, like the other Cabrillo Bridge closure alternatives, would implement many aspects of the CMPP and BPMP, including the long-term goal of closing the Cabrillo Bridge to vehicular traffic. This alternative was developed; however, to address a potential deficit of parking on the West Mesa that could result from restricting vehicular access to the Central Mesa from the west. This alternative assumes that 40 percent of Park visitors continue to access the Park from the west. Due to the limited availability of surface parking on the West Mesa (most parking is on-street along Balboa Drive or Sixth Avenue and is highly occupied by non-Park visitors), there is sufficient demand to support a paid parking structure at this location. Additionally, a structure at this location is anticipated to generate enough revenue, given demand, to finance the construction of a subterranean garage. Demand, however, would not be as great in this location as for a parking structure located in closer proximity to the Park's institutions. Therefore, a paid parking structure on the West Mesa would generate less revenue than a paid parking structure behind the Organ Pavilion. For this reason, the conversion of the existing Organ Pavilion parking lot to a park with improvements, such as those included under the project, is not included as part of this alternative.

9.3.3C.1 Description of the West Mesa Parking Structure Alternative

Development under this alternative would remove vehicle traffic from, and pedestrianize El Prado, the Cabrillo Bridge, Plaza de California, the Mall, and Plaza de Panama. A new ~~798~~⁷⁹⁷-space, subterranean paid parking structure would be located on the West Mesa, at the northeast corner of El Prado and Balboa Drive, at the location of the existing lawn bowling greens. Soil export resulting from excavation of the parking structure would be disposed of at the Arizona Street Landfill. After construction of the parking structure, the lawn bowling facilities would be replaced in their current location, atop the parking structure. The location of the West Mesa parking structure would be 2,206 feet from the Plaza de Panama, approximately 1,206 feet further than the project's parking structure at the Organ Pavilion location.

Parking would be removed from the Plaza de Panama and the Alcazar parking lot would be regraded and reconfigured to accommodate the loss of ADA parking and to create a new location for valet operations and passenger drop-off. Landscape and hardscape improvements identified for the project would also be implemented with the West Mesa Parking Structure Alternative, including new trees and foundation plantings along El Prado; new trees, widened median, and furnishings along the Mall; and new lawn panels, trees, furniture, and two shallow reflecting pools in the Plaza de Panama.

The Organ Pavilion parking lot would be maintained in its current condition, allowing this alternative to net 640 additional parking spaces, approximately 367 more spaces than

with the project. Pan American Road East would remain open to vehicular traffic, and the Pan American Promenade would not be constructed under this alternative. Reclaimed pedestrian areas would total 4.01 acres, approximately 2.4 acres less than the project.

Circulation within, and access to, the Central Mesa would change under this Alternative. Visitors to the Park who wish to enter from the west, would park in the new parking structure and either walk across Cabrillo Bridge or take the new tram system, which would loop from the parking structure to the Plaza de Panama. The West Mesa parking structure would be accessed via two driveways connecting to Balboa Drive, which would be converted to a two-way street under this alternative. Vehicular access to the Prado and Palisades areas of the Central Mesa would be from Park Boulevard, via Presidents Way, Space Theater Way, or Village Place. From Presidents Way, vehicular traffic would continue to the existing parking lot located behind the Organ Pavilion or north to the Alcazar lot parking for ADA parking, valet services, or passenger drop-off only. Under this alternative there would be only a single entrance/exit into the Alcazar parking lot. This alternative is depicted in Figures 9-5a and 9-5b.

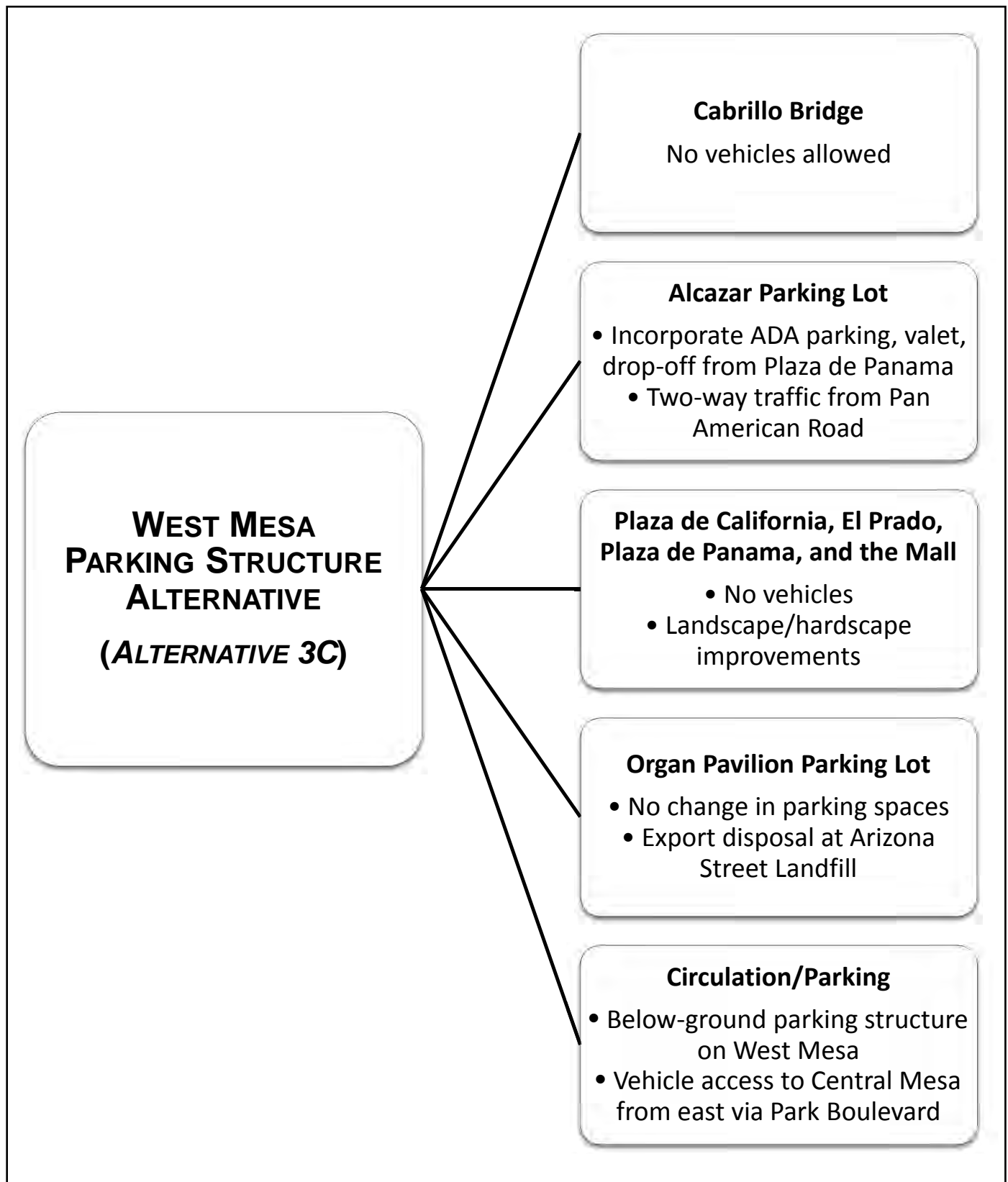
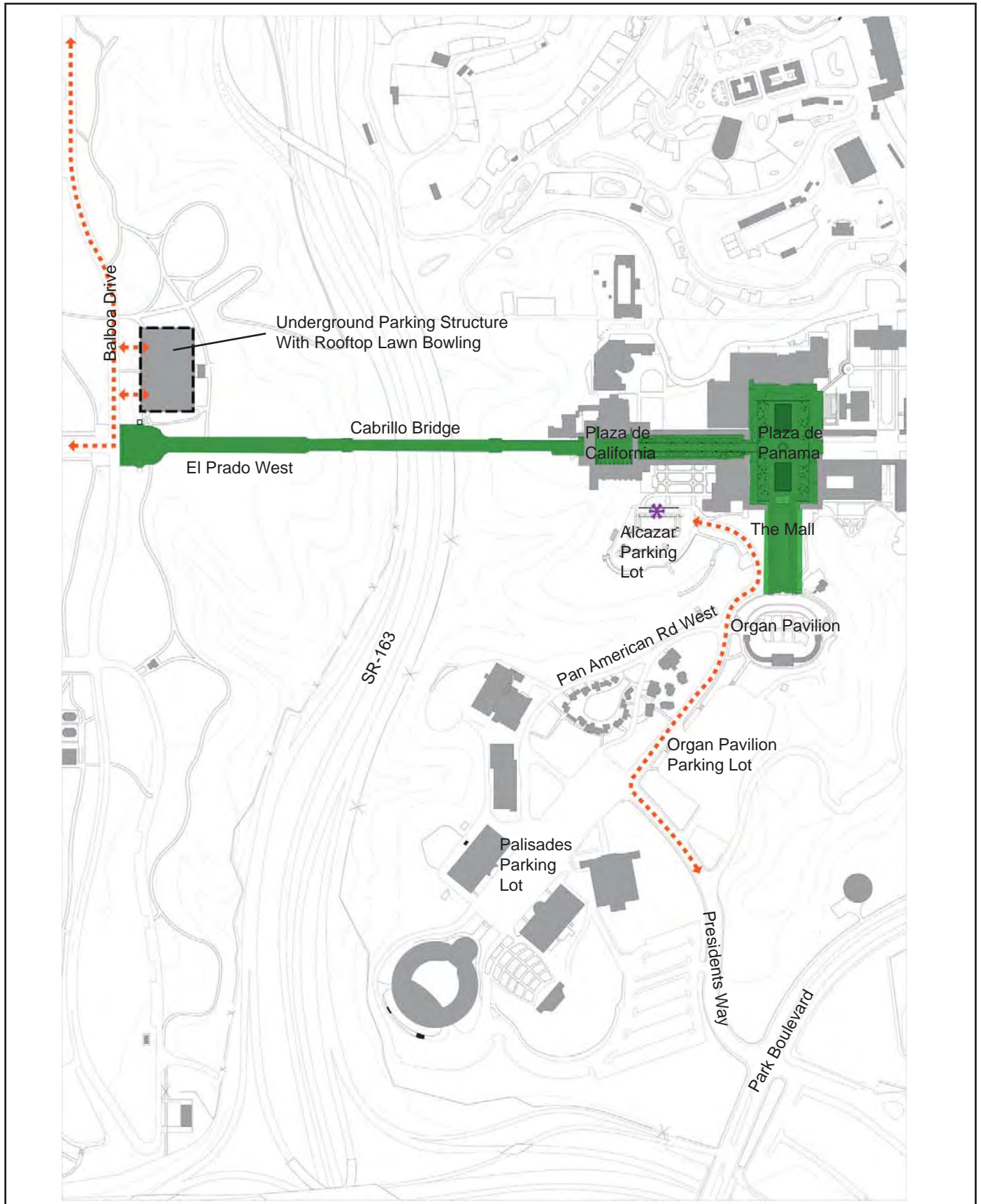






FIGURE 9-5a
West Mesa Parking Structure Alternative
Alternative 3C



- | | |
|--|---|
|  Parkland Reclamation |  Parking Structure |
|  Two-way Vehicle Access |  Drop-off Location |

No Scale



FIGURE 9-5b
West Mesa Parking Structure Alternative (Alt 3C)

9.3.3C.2 Environmental Analysis of the West Mesa Parking Structure Alternative

a. Land Use

Issue 1: Development Standards

Similar to the project, a deviation from ESL regulations would be required for encroachment into steep slopes in conjunction with the regrading of the Alcazar parking lot. This deviation would not result in significant secondary land use impacts. This alternative would be consistent with the HRR. In contrast to the project, which would require a deviation, resulting in significant and unmitigable secondary land use (historical resources) impacts due to the Centennial Bridge, this alternative would have less than significant secondary land use impacts associated with deviations from development standards. Impacts would be less than the project.

Issue 2: Plan Consistency

General Plan Consistency

The West Mesa Parking Structure Alternative would be consistent with historic preservation and urban design policies contained in the City's General Plan, because it would eliminate the Centennial Bridge component of the project. No secondary land use impacts associated with General Plan inconsistencies would occur. Impacts would be less than the project.

BPMP and CMPP Consistency

The major goals of the BPMP and CMPP: create a pedestrian-oriented park environment with convenient accessibility; reduce pedestrian/vehicular conflicts; increase free and open parkland, and restore or improve existing building and landscaped areas, while preserving historical significance and meeting the functional needs of the Park would be met through development of this alternative.

Like the project, development under this alternative would require amendments to both the BPMP and CMPP to allow for changes the Park's circulation plan. The circulation plan amendments would result in significant unmitigable secondary land use impacts with respect to traffic capacity, because closure of the Cabrillo Bridge under this alternative would result in impacts to one external roadway segment, which would not occur under the CMPP.

The West Mesa Parking Structure Alternative would not construct the Centennial Bridge, and, would therefore, avoid the project's significant unmitigable secondary land use impacts to historical resources. Overall, secondary impacts resulting from plan

amendments would be significant and unmitigable for both this alternative and the project.

East Mesa Precise Plan

Both the project and the West Mesa Parking Structure Alternative would export soil excavated for construction of the Organ Pavilion or West Mesa parking structure, respectively, to the Arizona Street Landfill on the East Mesa, an activity which would be consistent with the reclamation program for the Landfill. Therefore, similar to the project, the West Mesa Parking Structure Alternative would be consistent with the EMPP.

MSCP Subarea Plan

The Florida Canyon MHPA is adjacent to a portion of the Arizona Street Landfill. The placement of soil export and grading operations within the Arizona Street Landfill disposal site has the potential to result in significant indirect impacts to the MHPA associated with noise, lighting, drainage, and the introduction of invasive plants. Implementation of mitigation measure **LU-1** for MHPA Adjacency would reduce impacts to less than significant for both this alternative and the project.

Issue 3: Land Use Incompatibility

The West Mesa Parking Structure Alternative would be consistent with the adopted land use designation and intensity; be compatible with existing and surrounding land uses, and reduce pedestrian/vehicular conflicts. Like the project, this alternative would remove vehicles from El Prado, the Plaza de California, the Mall and the Plaza de Panama. However, it would not remove vehicles from the existing Organ Pavilion parking lot and Pan American Road East and, therefore, it would not entirely meet the vision of the Master Plan - the elimination of pedestrian/vehicular conflicts in the El Prado and Palisades areas. Thus, this alternative would result in less than significant land use incompatibility impacts, similar to the project.

Issue 4: San Diego International Airport ALUCP Compatibility

This alternative, like the project, would require an amendment to both the BPMP and CMPP and would thus need to be submitted to the ALUC for a consistency determination and to the FAA for a determination of no hazard. Consistent with the project's determinations, the ALUC would likely determine that the West Mesa Parking Structure Alternative is consistent with the SDIA ALUCP, based on it being a land use that is compatible with the 60–65 CNEL noise contours, and that it is not located within the Airport Approach Overlay Zone or Runway Protection Zone. A determination of “no hazards” to air navigation would also likely be issued by the FAA for this alternative, as it has for the project. Like the project, the West Mesa Parking Structure Alternative would be consistent with the SDIA ALUCP, and impacts would be less than significant.

b. Historical Resources

Issue 1: Historic Resources (Built Environment)

An Alternatives Analysis was prepared by VerPlanck Preservation Architects. The analysis concluded that in regard to the SOI Rehabilitation Standards, the West Mesa parking structure would have temporary physical impacts on a potentially historic section of Balboa Park. Although not part of the NHLHD, the West Mesa is one of the oldest developed parts of Balboa Park; landscaping in the area began around 1905 and was completed in time for the opening of the Panama-California Exposition in 1915. Designed by landscape architect Samuel Parsons, Jr., with assistance from San Diego horticulturalist Kate Sessions, historic photographs of Balboa Park taken around 1915 show the West Mesa laid out much as it is now, with large areas of lawn, forest, and a roadway running from north to south along the center of the mesa (Balboa Drive). As was the case around the turn of the last century, pathways continue to descend from the central ridge along Balboa Drive to Cabrillo Canyon on the east and Sixth Avenue on the west.

According to the 1975 National Register nomination, Cabrillo Bridge, including the two guardhouses and urns at the west end at Founders Plaza, is a contributor to the NHLHD. Later determinations by the City drew the western boundary of the NHLHD at Cabrillo Historic Parkway (SR-163). Nonetheless, all nominations have included Cabrillo Bridge (including its western approach) as a contributor to the NHLHD. The West Mesa Parking Structure would be built just to the north of the western approach to the bridge, altering the setting in this area during construction, and depending on where the access points to the structure are, after construction.

The parking structure would also temporarily displace the San Diego Lawn Bowling Club. The club, which was established in this location in 1931, is located on the site of the West Mesa Parking Structure. The San Diego Lawn Bowling Club's manicured green and clubhouse do not have any existing historic status.

Following its completion, the West Mesa Parking Structure would be fully underground, and therefore, not substantially visible from either Cabrillo Bridge or Founders Plaza. This alternative would not have a significant adverse visual effect on the NHLHD. Impacts associated with this alternative would be less than significant and less than the project.

Issue 2: Archaeological Resources

The archaeological resources analysis concluded that throughout the Park there is the possibility of subsurface prehistoric or historic deposits to be present that could be uncovered during construction activities. Therefore, a potentially significant impact could result from construction of the West Mesa Parking Structure Alternative. The same

mitigation measure **HR-1** for the project would be applied to this alternative to reduce archaeological impacts to less than significant, similar to the project.

Issue 3: Religious/Sacred Uses

Because there are no known Native American religious or sacred uses within the Park or immediate vicinity, implementation of the project or this alternative would have no impacts to religious and sacred uses. Impacts would be less than significant and the same as the project.

Issue 4: Human Remains

Because there are no known burial sites or cemeteries within the Park or immediate vicinity, it is not expected that human remains would be disturbed as a result of the project or this alternative. Impacts would be less than significant and the same as the project.

c. Visual Effects and Neighborhood Character

Issue 1: Public Views

The primary visual distinction between the West Mesa Parking Structure Alternative and the project is the absence of the Centennial Bridge and the location of the parking structure. Construction of the parking structure at the West Mesa location would not result in a significant impact through the obstruction of views because it is not within a view corridor as identified in the BPMP or CMPP. Therefore, impacts to public views associated with this alternative would be less than significant and similar to the project.

Issue 2: Neighborhood Character/Architecture

This alternative would not include the Centennial Bridge, and the placement of a parking structure on the West Mesa would not result in adverse impacts to a historical structural element of the NHL. Therefore, the West Mesa Parking Structure Alternative would not result in significant impacts associated with the introduction of incompatible architectural elements to the existing visual character of the Park. The West Mesa Parking Structure Alternative would not include improvements visible from SR-163, and it would not remove a greater number of CMPP significant trees than the project. Impacts to architectural style would be reduced from significant and unmitigable under the project to less than significant levels under this alternative.

Issue 3: Landform Alteration

Grading under this alternative would total approximately 111,500 cy of cut and fill, which is a net reduction of 51,000 cy of grading compared to the project. Development of a parking structure on the West Mesa would occur in a previously developed area of the

Park, and would not impact any natural landforms. Both the project and this alternative also would require minimal encroachment into ESL steep slopes in conjunction with the reconfiguration and regrading of the Alcazar parking lot for ADA compliance. The majority of the Central Mesa is comprised of artificial slopes associated with the Park's original development. Therefore, impacts associated with landform alteration would be less than significant under this alternative, similar to the project.

Issue 4: Development Features

This alternative would not include the Organ Pavilion parking structure and associated roadway; therefore, the 24-foot-high retaining walls associated with the parking structure would not occur. Regrading of the existing Alcazar parking lot in order to make it ADA accessible would, like the project, result in the creation of several retaining walls of up to 15 feet in height surrounding the eastern, southern, and western perimeters of the lot. Retaining walls would be located in areas lesser visible areas and would be screened through appropriate landscape treatments. Visual impacts associated with use of retaining walls would be less than significant for both this alternative and the project.

d. Transportation/Circulation and Parking

The TIA prepared for the project includes analysis of the West Mesa Parking Structure Alternative for the existing plus West Mesa Parking Structure Alternative, years 2015 (near-term) and 2030 (cumulative). Roadway segments were evaluated and mitigation identified for weekday impacts only, as roadway segments are typically based on weekday conditions. However, the intersections were evaluated for weekday and weekend, but mitigated for weekend (worst-case) impacts only. This is due to the fact that Park use normally peaks during the weekends and peak hour intersections are typically a more accurate indicator of actual traffic operations as compared to daily roadway segments. This is consistent with previous traffic analyses within the Balboa Park area. Also, the internal intersections were evaluated during the AM peak periods only, as volumes for these periods are generally higher than the PM peak periods, thus representing a worst-case analysis.

Issue 1: Traffic Capacity

As shown in the TIA, there are several intersections and roadways studied as part of the West Mesa Parking Structure Alternative that would be significantly impacted in both the 2015 and 2030 conditions.

In 2015, the West Mesa Parking Structure Alternative would have a total of four intersections and intersections and roadway segments that operate poorly. Of the four, three would significant impacts, one of which is unmitigable and listed below.

The following roadway segment is already built to its ultimate street classification, thus the impact is unmitigable:

- A Street between Sixth Avenue and Park Boulevard

In 2030, the West Mesa Parking Structure Alternative would have a total of thirteen intersections and roadway segments that operate poorly. Of the thirteen, eight would have significant impacts, of which, four of which are unmitigable and listed below.

The following intersection would have significant, unmitigable impacts:

- Park Boulevard/Space Theater Way

The following roadway segments are already built to their ultimate street classifications, thus impacts are unmitigable:

- Sixth Avenue between Robinson Avenue and Upas Street
- Sixth Avenue between Upas Street and Quince Drive
- A Street between Sixth Avenue and Park Boulevard

Thus, the West Mesa Parking Structure Alternative would have greater impacts with respect to traffic capacity compared to the project in the near-term and 2030 conditions. By comparison, the project would have no significant, unmitigable impacts associated with traffic capacity or operations within the study area roadways and intersections.

Issue 2: Circulation and Access

The West Mesa Parking Structure Alternative would alter the existing internal circulation of the project area and Central Mesa. Vehicular traffic would enter the project area from the east via Presidents Way off Park Boulevard and travel either southwest to the Palisades lot or northwest to the existing Organ Pavilion parking lot or the Alcazar parking lot via Pan American Road East, then circulating out of the lot back to the southeast. Traffic would be precluded from entering or exiting the Central Mesa from the west. As with the project, the West Mesa Parking Structure Alternative would also allow for adequate emergency access to the Plaza de Panama and throughout the project site, in accordance with mandatory standards and requirements. Although this alternative would preclude vehicular access to the project area from the west, impacts to circulation and access would be less than significant, but and greater than the project.

Issue 3: Parking

It is estimated that about 100 vehicles during the peak tend to find parking on the West Mesa and walk to the site versus accessing the site via Park Boulevard/Presidents Way. The estimated walking distance from the West Mesa Structure to the Plaza de Panama is 2,200 feet (2,000 feet is generally considered the maximum walking distance from a parking facility, based on ULI Level of Service Conditions for Walking Distance from Parking Tables). Additional nearby parking would need to be provided in the West Mesa

area to accommodate this increased parking demand as on-street parking in the immediate area (Balboa Drive and Sixth Avenue) is currently at capacity during the Saturday peaks. The West Mesa parking structure should be able to accommodate this increased demand. Access and parking impacts would be less than significant and similar to the project.

In addition to construction of the West Mesa Parking Structure, the Organ Pavilion parking lot would be maintained in its current condition, allowing this alternative to net 640 additional parking spots, approximately 367 more spots than under the project. Parking impacts would be less than significant under this alternative, but greater than the project, because based on the distance of this structure to El Prado and Plaza de Panama, along with the estimated parking demand due to the Cabrillo Bridge closure to traffic, it is anticipated that this West Mesa Parking Structure could be underutilized.

Issue 4: Traffic Hazards

The West Mesa Parking Structure Alternative's circulation pattern and pedestrianization of the entire El Prado, Cabrillo Bridge, Plaza de California, and Plaza de Panama would have beneficial effects on safety. There are presently several pedestrian/vehicular conflict locations within the project vicinity due to congestion and at-grade pedestrian crossings. By removing cars from the entire stretch of El Prado east of Sixth Avenue, the Plaza de California, and the Plaza de Panama, this alternative would reestablish pedestrian-only circulation and remove the pedestrian/vehicular conflicts associated with these areas. Thus, like for the project, traffic hazards associated with this alternative would be less than significant. However, the West Mesa Parking Structure Alternative would provide fewer benefits, because it would remove 9 of the 20 existing pedestrian/vehicular conflict areas as compared to 14 for the project.

e. Air Quality

Issue 1: Plan Consistency

The West Mesa Parking Structure Alternative, like the project, would not include a change in land use from the City's General Plan and would therefore be consistent with the growth assumptions in the SIP's RAQS for San Diego. Impacts would be less than significant for both this alternative and the project.

Issue 2: Violation of Air Quality Standards

Like the project, the West Mesa Parking Structure Alternative would not contribute to exceedance of air quality standards, because it would not introduce any new stationary sources of emissions. Impacts associated with violations of air quality standards would, therefore, be less than significant for both this alternative and the project.

Issue 3: Increase in Particulates or Ozone

Both the West Mesa Parking Structure Alternative and the project would construct subterranean parking structures; however, because the Centennial Bridge and Road would not be constructed under this alternative, construction-related emissions from demolition and grading, construction vehicles, and chemicals used during construction would be incrementally less than for the project. Both construction-related emissions and operational air quality emissions would be less than significant for both the project and this alternative.

Issue 4: Sensitive Receptors

Impacts to sensitive receptors would be less than significant for both the West Mesa Parking Structure Alternative and the project. This conclusion is based on the approximate similarities between the project and this alternative in regard to the results of the hot spot analysis conducted for the project (Alcazar parking lot improvements).

f. Biological Resources

Issue 1: Sensitive Species

The West Mesa Parking Structure Alternative, similar to the project, has the potential to result in direct and indirect impacts to nesting raptors and species covered under the MBTA during construction activities. These impacts would be significant. Because the alternative would not include the Centennial Bridge, its implementation would likely affect fewer trees/nesting birds than the project because the trees within Cabrillo Canyon (over which the Centennial Bridge would span) would not be disturbed. Nonetheless, the mitigation measure **BR-1** for the project would also be required to be implemented for the West Mesa Parking Structure Alternative and would reduce sensitive species impacts to below a level of significance.

Issue 2: Sensitive Habitat

No sensitive vegetation communities or habitats occur within the project area. The location of the West Mesa parking structure is also located within a disturbed area of the Park, characterized by the lawn bowling green and ornamental plantings. Therefore, this alternative would not have a significant impact to sensitive habitat. Impacts would be similar to the project and less than significant.

Issue 3: Wildlife Corridors

Because the project area is comprised of parkland located at the top of an urban canyon system and is not part of a major wildlife movement corridor, there would be no impacts to wildlife movement due to implementation of this alternative or the project.

Issue 4: Invasive Species

As with the project, City regulations require this alternative to include a conceptual landscape plan, incorporated into the project design, which ensures that indirect effects due to invasive species would not occur. As such, impacts would be less than significant for both this alternative and the project.

Issue 5: MSCP

The project area is not adjacent to the City of San Diego's MHPA. However, the project would dispose of soil export from grading operations off-site at the Arizona Street Landfill on the East Mesa, which is adjacent to MHPA land in Florida Canyon. The West Mesa Parking Structure Alternative would also construct a subterranean parking structure, and generate soil export to the Arizona Street Landfill. Both the project and this alternative would comply with the MHPA Land Use Adjacency Guidelines, mitigation measure (LU-1). Therefore, neither the project nor this alternative would conflict with the provisions of the MSCP, and impacts would be less than significant after mitigation.

g. Energy Conservation***Issue 1: Energy Use***

Development under the West Mesa Parking Structure Alternative would result in incrementally less short-term construction energy consumption compared to the project because the Centennial Bridge and Road would not be constructed.

Through participation in the Balboa Park Cultural Partnership's park-wide sustainability program and Economic and Environmental Sustainability Strategic Plan for Balboa Park and through compliance with the California Green Building standards, the West Mesa Parking Structure Alternative (and the project) would consume less-than-average rates of energy. Long-term operational energy use associated with the consumption of electricity and natural gas, water, solid waste, and vehicle use would be less than significant for both the project and this alternative.

h. Geologic Conditions***Issues 1 and 2: Geologic Hazards/Unstable Geologic Unit or Soils***

Similar to the project, the removal and recompaction of the undocumented fill remedial grading would be required under this alternative. As with the project, this alternative also would require regulatory compliance and adherence to the recommendations described in the Geotechnical Investigation to reduce significant impacts associated with geologic conditions to less than significant levels. Impacts would be the same as the project.

Issue 3: Erosion

Grading activities associated with this alternative, while less than the project, could result in erosion potential during and/or after grading. Conformance with the City's grading ordinance, CBC, and implementation of the recommendations described in the Geotechnical Investigation would ensure that erosion impacts would be less than significant for both this alternative and the project.

i. Greenhouse Gases

Issue 1: GHG Emissions

The West Mesa Parking Structure Alternative would generate similar, or somewhat less, quantities of construction-related GHG emissions, because it would not construct the Centennial Bridge. Annual operational GHG emissions associated with the West Mesa Parking Structure Alternative's energy and water use, and waste disposal would be comparable to the project. Because the West Mesa Parking Structure Alternative's GHG emissions would not exceed 900 MTCO₂E per year (based on the project's emissions of 386 MTCO₂E), GHG emissions impacts would be less than significant for this alternative and would be incrementally less than the project.

Issue 2: Consistency with Plans, Policies, and Regulations

As described above, because this alternative would incorporate similar project design features, emit less than 900 MTCO₂E annual emissions, and not increase traffic, it would also not be cumulatively considerable or thereby conflict with statewide GHG emissions targets. GHG plan consistency impacts would be less than significant for both this alternative and the project.

j. Health and Safety/Hazardous Materials

Issue 1: Hazardous Materials

No hazardous materials have been identified on the project site. Similar to the project, development of the West Mesa Parking Structure Alternative would not create a significant hazard to the public or the environment through release of hazardous materials. Impacts associated with health and safety and hazardous materials under this alternative would be less than significant and the same as the project.

Issue 2: Emergency Response

This alternative has not yet been subject to Fire Department review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in response times beyond acceptable standards, and does not constrain fire/emergency response in the area. Although the Cabrillo

Bridge would be closed to vehicular travel by the public, emergency vehicle access would still be permitted to the Central Mesa via El Prado. Both the West Mesa Parking Structure Alternative and the project's impacts to emergency response would be less than significant, and similar to the project.

k. Hydrology

Issues 1 and 2: Runoff and Drainage Patterns

The amount of impervious surface area would be similar to the existing condition. Therefore, under both the project and this alternative, impacts associated with increased impervious surfaces and associated runoff, and drainage would be less than significant. However, implementation of this alternative would result in a greater area of impervious surfaces than with the project, because the Organ Pavilion lot would remain in its existing condition.

Hydromodification management design features, including LID and BMPs, are required to be incorporated into new development projects to manage, detain, and attenuate post-project runoff and to maintain or reduce pre-project downstream erosion conditions. These measures would also ensure that the overall drainage pattern of the project area would not be substantially altered. The West Mesa Parking Structure Alternative, like the project, would incorporate such design measures and conform to applicable federal, state, and City standards. Overall, hydrological impacts would be less than significant for both the project and this alternative.

l. Noise

Issue 1: Noise/Land Use Compatibility

This alternative would remove vehicles from the Cabrillo Bridge, El Prado, the Mall, and the Plaza de Panama, thereby reducing noise levels in these areas and in the surrounding museums and institutions. This alternative would remove vehicles from similar locations as the project; however, a new area not previously used for parking (lawn bowling location) would be created under this alternative. The new subterranean parking structure could constitute a new source of noise on the West Mesa, and impacts would be similar with this alternative compared to the project. Noise/land use compatibility impacts would be less than significant for both the project and this alternative.

Issue 2: Traffic-Generated Noise

The West Mesa Parking Structure Alternative, like the project, would not generate new traffic, and therefore, not increase noise levels due to additional traffic within the Park. This alternative would, however, reconfigure vehicular circulation, which would result in changes to the existing noise pattern. While this alternative would reconfigure the

existing circulation pattern so as to increase distances between vehicle traffic and sensitive receptors in some locations (El Prado, the Plaza de Panama, and the Mall), it would increase traffic-generated noise in proximity to other sensitive receptors, specifically the lawn bowling, located above the West Mesa parking structure. It would also increase traffic-generated noise in proximity to passive recreational users of the Park along Balboa Drive. Impacts associated with traffic generated noise under this alternative would, therefore, be potentially significant and slightly greater than impacts of the project.

Issue 3: ALUCP Compatibility

The ALUCP for the SDIA (i.e., Lindbergh Field) shows that the southerly portion of this alternative and project site lies within the 60–65 CNEL contour of the airport. The ALUCP for Lindbergh Field indicates that noise-sensitive uses are compatible when noise levels are less than 65 CNEL. In the case of this alternative, same as the project, the only new noise-sensitive use proposed to occur within the airport's 65 CNEL contour would be the rooftop park. This is considered in the ALUCP as being a land use compatible with the 65 CNEL. Therefore, this alternative, same as the project, would have less than significant ALUCP/aircraft noise compatibility impacts.

Issue 4: On-Site Generated Noise

In the case of the West Mesa Parking Structure Alternative, the parking structure on the West Mesa would comprise a new on-site noise generating source. Similar to the project, periodic noise would result from use of the parking structure, including from vehicles queuing to enter and exit the structure. Parking structure activity noise would potentially impact the San Diego Lawn Bowling Club facilities, a sensitive receptor, and would therefore, result in a potentially significant noise impact. Therefore, for the West Mesa Parking Structure Alternative noise impacts due to parking structure activities would be potentially greater than under the project.

Issue 5: Temporary Construction Noise

Noise would be generated during construction activities from construction equipment and hauling trucks. Outdoor use areas would be subject to effects of construction noise. Outdoor uses in proximity to improvement areas for the West Mesa Parking Structure Alternative include the bowling lawn, the Alcazar Garden, the Old Globe Theatre, House of Hospitality, Organ Pavilion, Botanical Garden and the Japanese Friendship Garden. Exterior construction noise impacts at all of these areas would be less than significant for the West Mesa Parking Structure Alternative, similar to the project.

Interior noise levels in the museums and institutions could exceed the 45 dB interior noise standard. The West Mesa Parking Structure Alternative would have the same potential for interior noise effects as the project. The House of Charm, House of

Hospitality, Old Globe Theatre, Museum of Man, and the Plaza de Panama area institutions would be potentially impacted. Impacts for both the West Mesa Parking Structure Alternative and the project would be significant and require mitigation. The mitigation measure, **N-1**, identified for the project precludes construction during special events and proscribes various noise-minimizing measures on construction equipment, construction staging, and parking areas. This same mitigation measure would be applied to the West Mesa Parking Structure Alternative. Construction noise impacts would, however, remain significant and unmitigable and be similar to the project.

m. Paleontological Resources

Issue 1: Paleontological Resources

Grading operations associated with the West Mesa Parking Structure Alternative would require approximately 119,000 cy of cut and fill, which would exceed the 1,000 cy threshold for the high sensitivity areas. Therefore, like the project, impacts resulting from development of this alternative would be potentially significant and require mitigation similar to the project to reduce impacts to less than significant levels. The mitigation measure **PAL-1** would also be required to be implemented for this alternative. Impacts for both this alternative and the project would be less than significant after mitigation.

n. Public Services and Facilities

Issue 1: Fire, Police and Public Facilities/Roads Maintenance

Fire Protection and Emergency Medical Services

The West Mesa Parking Structure Alternative has not yet been subject to Fire-Rescue review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in response times beyond acceptable standards, does not constrain fire/emergency response in the area, and does not require an increase in department staffing, facilities, or equipment. Overall, impacts to fire protection and emergency services under the West Mesa Parking Structure Alternative would be less than significant, as would those of the same as the project.

Police Protection

New or expanded police facilities would not be needed for the project, and therefore impacts to police protection would be less than significant for the project. The same conclusion can generally be assumed for the West Mesa Parking Structure Alternative because it, like the project, would not include uses or a circulation pattern that would result in an increased demand for police services. This alternative, like the project, would be required to consult with the Police Department and to follow crime prevention design guidelines as part of the plan check submittal process. As such, the West Mesa

Parking Structure Alternative impacts to police protection would be less than significant, similar to the project.

Public Facilities/Road Maintenance

As with the project, the West Mesa Parking Structure Alternative would recover the cost of maintaining the parking structure through revenues generated by paid parking within the new parking facility. This would also cover costs of maintaining parking structure related facilities, including housekeeping, trash removal, utilities, operational systems, equipment, elevators, and landscaping. The cost of maintaining the remaining improvements would be accomplished through current City funding sources. Therefore, impacts associated with public facilities and road maintenance would be less than significant.

o. Public Utilities

Issue 1: Water

Implementation of the West Mesa Parking Structure Alternative would result in lower water demands as compared to the project, since the project would convert a presently paved surface lot to a landscaped park. Like the project, this increase in water demand would not trigger substantial changes to the existing on-site water system. This alternative would incorporate drought-resistant landscaping where feasible and water conservation features the implementation of which would avoid significant impacts resulting from the increased water demand. Therefore, impacts associated with water supply under both the project and this alternative would be less than significant.

Issue 2: Wastewater

The project is not projected to generate new demand for sewer capacity, and therefore, would not require substantial changes to the existing on-site wastewater infrastructure. In general, these same or similar sewer infrastructure modifications would be required of this alternative. These modifications would not be substantial and impacts would be less than significant for both the project and the West Mesa Parking Structure Alternative.

Issue 3: Solid Waste

The West Mesa Parking Structure Alternative, like the project, is not anticipated to increase visitorship within the Park; therefore, during post-construction/occupancy the condition would be the same as the existing. Solid waste impacts associated with the post-construction/occupancy phase of this alternative would thus be less than significant, similar to the project.

Development under the West Mesa Parking Structure Alternative would incrementally reduce demolition and construction activities as compared to the project resulting in the

generation of less waste materials. Similar to the project, as a condition of approval, implementation of a final WMP would be verified in order to ensure that impacts would be less than significant.

Issue 4: Energy Infrastructure

The West Mesa Parking Structure Alternative, like the project, would require the relocation of existing SDG&E and AT&T utilities where they conflict with grading or construction activities. The construction of permanent new energy infrastructure (e.g., transformers, poles, substation) would not be required for implementation of the West Mesa Parking Structure Alternative (or the project). This alternative would additionally not require the temporary aerial system required for electric facilities south of the Organ Pavilion in order to construct the parking structure. Nonetheless, energy infrastructure impacts would be less than significant for both the West Mesa Parking Structure Alternative and the project.

p. Water Quality

Issue 1: Pollutant Discharge

Construction activities under the West Mesa Parking Structure Alternative, especially those attributable to the construction of the parking structure and rooftop park, could result in contaminated runoff. Compliance with federal, state, and local water quality standards is assured through adherence to the City's Storm Water Standards and conditions placed on building permits prior to project approval. Adherence to the City's Storm Water Standards is considered to preclude water quality impacts. The West Mesa Parking Structure Alternative would also be required to adhere to the City's Storm Water Standards, and would include treatment control BMPs (similar to the project). Through these actions, the potential impacts to water quality would be avoided or reduced to a less than significant level for both the West Mesa Parking Structure Alternative and the project.

9.3.3C.3 Conclusion Regarding the West Mesa Parking Structure Alternative

The West Mesa Parking Structure Alternative would avoid the project's significant and unmitigable secondary land use (plan consistency), historical resource (built environment), and visual quality (architectural character) impacts associated with the Centennial Bridge component of the project. However, this alternative would have greater traffic impacts compared to the project in the near-term and in 2030, with internal and external roadways/intersections that would operate poorly, constituting significant mitigable and unmitigable impacts.

Like the project, this alternative also would result in significant and mitigable impacts associated with land use (MSCP), biological (raptors, MSCP), historical resources (archaeological), and paleontological resources, and significant unmitigable impacts associated with noise (temporary construction noise).

While the West Mesa Parking Structure Alternative would result in impacts to the same resources as the project, it would result in lesser impacts to biological resources (raptors), because it would not include construction of the project's Centennial Bridge component.

While this alternative would attain some of the project objectives, it would not maintain proximate access to the Park's institutions (Objective 1), because it would place the parking structure further from Plaza de Panama than the project and result in fewer reclaimed pedestrian areas (Objective 2). Additionally, by removing vehicle access to the Central Mesa from the west, access to the Park would not be improved (Objective 3). This alternative also would provide fewer benefits than the project through resolving fewer pedestrian/vehicular conflicts; providing less restored free and open parkland; and providing no additional parking in proximity to the Park's institutions.

9.3.3D Inspiration Point Parking Structure Alternative

The Inspiration Point Parking Structure Alternative, like the other Cabrillo Bridge closure alternatives, would implement many aspects of the CMPP and BPMP, including the long-term goal of closing the Cabrillo Bridge to vehicular traffic. This alternative however, is based upon a concept, submitted by a member(s) of the public. This alternative assumes that at least 60 percent of Park visitors continue to access the Central Mesa from the east via I-5 and Park Boulevard. Demand for additional parking in this location is substantially less, however, than at the West Mesa because there is already an adequate supply of parking within the existing Inspiration Point and nearby Federal Building parking lots. However, closing the Cabrillo Bridge to traffic is projected to increase the number of Park visitors accessing the Central Mesa from the east, thereby resulting in slight increase in demand for parking. Demand, still however, would not be great enough to sustain a paid parking structure at Inspiration Point. Therefore, under this alternative, parking within the structure would be at no cost to the public. With no revenue generation, a subterranean garage would be infeasible due to the substantially greater cost of construction. An-above ground parking structure is less expensive to construct than an underground facility, therefore, restoration of the Organ Pavilion parking lot under this alternative would be financially feasible.

9.3.3D.1 Description of the Inspiration Point Parking Structure Alternative

Development under this alternative would remove vehicular traffic from El Prado over the Cabrillo Bridge, the Plaza de Panama, and the Mall, all of which would be dedicated for pedestrian use. The landscape and hardscape improvements identified for the project would also be implemented with the Inspiration Point Parking Structure Alternative, including new trees and foundation plantings along El Prado; new trees, a widened median, and furnishings along the Mall; and new lawn panels, trees, furniture, and two shallow reflecting pools in the Plaza de Panama. Under this alternative, the existing Organ Pavilion parking lot also would be converted to parkland. Overall, a total of 7.29 acres of pedestrian areas would be reclaimed under this alternative, a total of 0.88 acre more than the project. This alternative would require approximately 7,300 cy of import fill material, and no soil export disposal at the Arizona Street Landfill would occur.

A new above-ground parking structure would be located southeast of the intersection of Presidents Way and Park Boulevard, an area currently known as Inspiration Point. This location is approximately 2,730 feet from Plaza de Panama, 1,730 feet further than the project. The parking structure, which would be free to the public, would contain approximately ~~798~~⁷⁹⁷ parking spaces to provide ~~a the same net project gain of 272~~²⁷³ parking spaces, accounting for the loss of parking from the Plaza de Panama and the

9.3.3D Inspiration Point Parking Structure Alternative

existing Organ Pavilion surface parking lot. The structure would be accessed via two new driveways connecting to Presidents Way (within the existing Inspiration Point parking lot). A tram would loop from the parking structure to the Mall/Plaza de Panama. Vehicular traffic would be able to access the Central Mesa via Presidents Way and travel north to the Alcazar parking lot for ADA parking, valet services, or passenger drop-off only. The Alcazar parking lot would be regraded and reconfigured to accommodate the ADA spaces lost from restoration of the Plaza. Under this alternative there would be only a single entrance/exit into the Alcazar parking lot, and the existing driveway connecting Pan American Road and the Alcazar parking lot would be widened to accommodate two-way traffic, adjacent to the Mall. This alternative is depicted in Figures 9-6a and 9-6b.

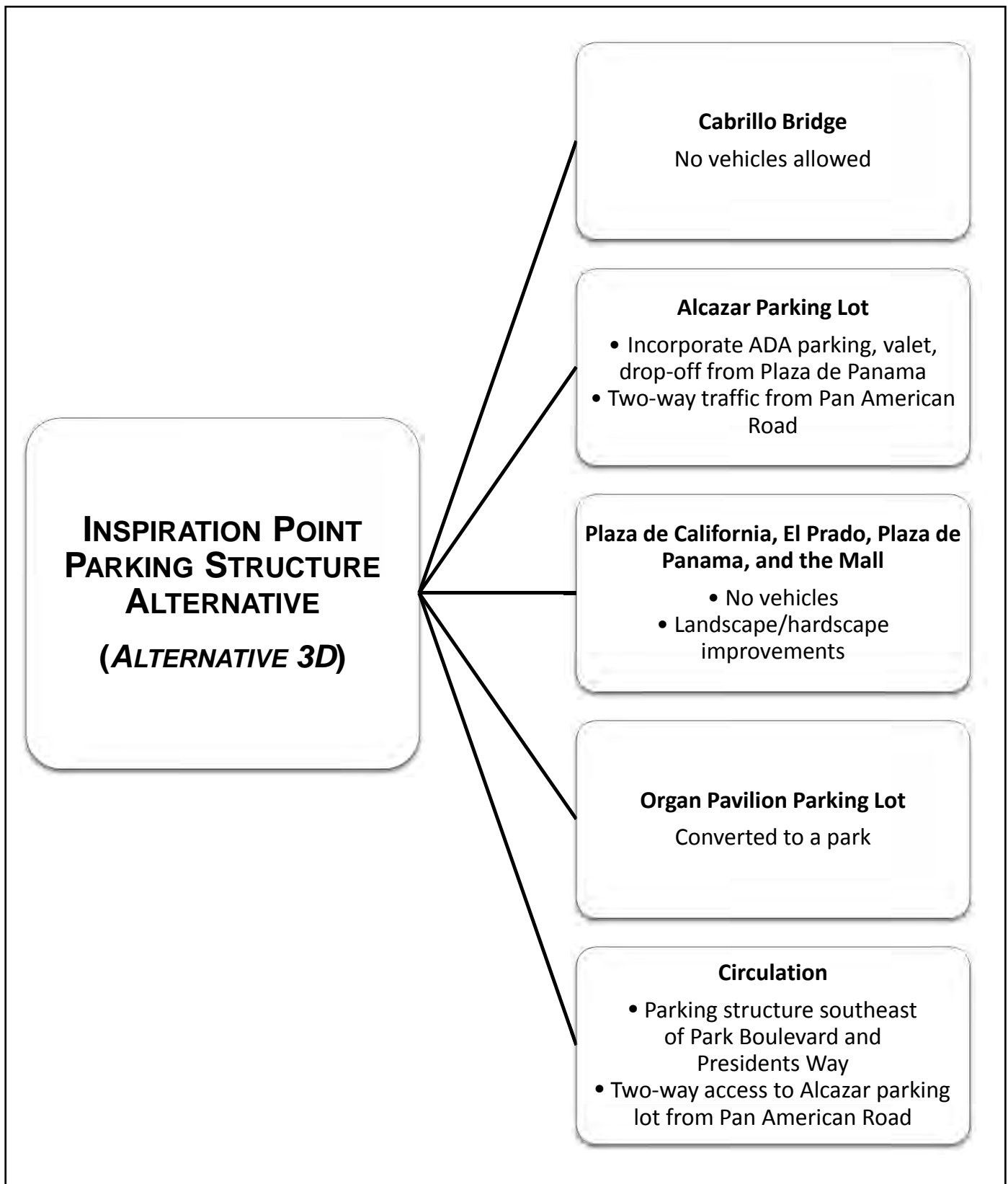
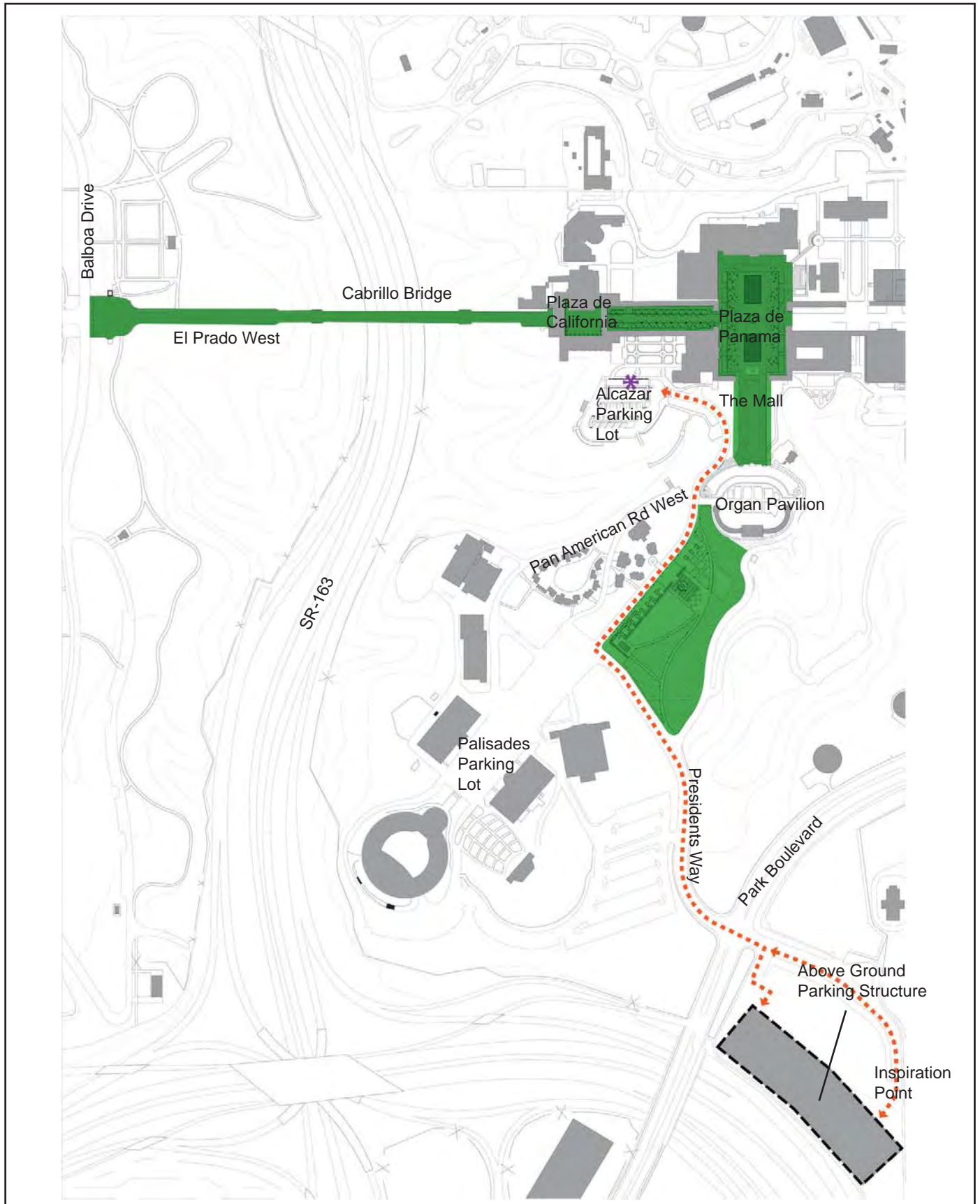


FIGURE 9-6a
Inspiration Point Parking Structure Alternative
Alternative 3D



■ Parkland Reclamation
↔ Two-way Vehicle Access

▭ Parking Structure
* Drop-off Location

No Scale



FIGURE 9-6b

Inspiration Point Parking Structure Alternative (Alt 3D)

9.3.3D.2 Environmental Analysis of the Inspiration Point Parking Structure Alternative

a. Land Use

Issue 1: Development Standards

Similar to the project, a deviation from ESL regulations would be required for encroachment into steep slopes in conjunction with the regrading of the Alcazar parking lot. This deviation from the development standards would not result in significant secondary land use impacts.

The Inspiration Point Parking Structure Alternative would not include the Centennial Bridge component of the project, which is in conflict with SOI Rehabilitation Standards and the City's HRR. The parking structure included under this alternative at Inspiration Point would be located outside the NHLD. This alternative, therefore, would not adversely impact a historical resource or natural landform, and no deviation from the City's HRR would be required. This alternative would have less than significant secondary land use impacts associated with deviations from the HRR.

This alternative, like the project, would be located within the AEOZ. Because this alternative would amend the BPMP, is located within an AIA, and includes a new multi-level above ground structure, it would be required to be submitted to the ALUC for a consistency determination. Until such a review is conducted and a consistency determination made, this alternative could result in potentially significantly secondary land use impacts associated with inconsistency with AEOZ.

Issue 2: Plan Consistency

General Plan Consistency

The Inspiration Point Parking Structure Alternative would be consistent with historic preservation, recreation, and urban design policies contained in the City's General Plan because it would eliminate the Centennial Bridge component of the project. No secondary land use impacts associated with General Plan inconsistencies would occur. Impacts would be less than the project.

BPMP and CMPP Consistency

The major goals of the BPMP and CMPP: create a pedestrian-oriented park environment, with convenient accessibility; reduce pedestrian/vehicular conflicts; increase free and open parkland, and restore or improve existing building and landscaped areas, while preserving historical significance and meeting the functional needs of the Park would be met through development of this alternative.

Like the project, development under this alternative would require amendments to both the BPMP and CMPP to allow for changes the Park's circulation plan. The circulation plan amendments would result in significant unmitigable secondary land use impacts with respect to traffic capacity, because implementation of this alternative would result in impacts to several external roadway segments and intersections, which would not occur under the CMPP.

The Inspiration Point Parking Structure Alternative would not construct the Centennial Bridge, and would therefore, avoid the project's significant unmitigable secondary land use impacts to historical resources. Overall, secondary impacts resulting from plan amendments would be significant and unmitigable for both this alternative and the project.

East Mesa Precise Plan

No export to the Arizona Street Landfill would occur under this alternative, and no impacts would result.

MSCP Subarea Plan

No export to the Arizona Street Landfill would occur under this alternative, and no impacts would result.

Issue 3: Land Use Incompatibility

The Inspiration Point Parking Structure Alternative would be consistent with the adopted land use designation and intensity; be compatible with existing and surrounding land uses, and, to some degree, resolve existing vehicle-pedestrian/vehicular conflicts. Similar to the project, this alternative would remove vehicles from El Prado, the Plaza de California, Plaza de Panama, the Mall, and the existing Organ Pavilion parking lot, thereby alleviating some land use compatibility issues associated with vehicular and pedestrian use and achieving an overarching goal of the BPMP. Both the project and this alternative would yield less than significant land use incompatibility results.

Issue 4: San Diego International Airport ALUCP Compatibility

This alternative, like the project, would be located within the AIA of SDIA. Because this alternative would amend the BPMP, is located within an AIA, and includes a new multi-level above ground structure, it would be required to be submitted to the ALUC for a consistency determination. Until such a review is conducted and a consistency determination made, this alternative could result in potentially significantly secondary land use impacts associated with inconsistency with an adopted ALUCP.

b. Historical Resources

Issue 1: Historical Resources (Built Environment)

The Alternatives Analysis prepared by VerPlanck Preservation Architects concluded that this alternative would comply with the SOI Rehabilitation Standards. Since, the Inspiration Point Parking Structure Alternative would not include construction of the Centennial Bridge, it would therefore, avoid the project's significant and unmitigable impacts to the NHL. Impacts to historic resources under this alternative would be less than significant and less than the project.

Issue 2: Archaeological Resources

The archaeological resources analysis concluded that throughout the Park there is the possibility of subsurface prehistoric or historic deposits to be present that could be uncovered during construction activities. Therefore, a potentially significant impact could result from construction of the Inspiration Point Parking Structure Alternative. The same mitigation measure **HR-1** for the project would be applied to this alternative to reduce archaeological impacts to less than significant. Due to lesser quantities of required excavation, impacts would be less under this alternative than the project.

Issue 3: Religious/Sacred Uses

Because there are no known Native American religious or sacred uses within the Park or immediate vicinity, implementation of the project or this alternative would have no impacts to religious and sacred uses. As with the project, impacts would be less than significant.

Issue 4: Human Remains

Because there are no known burial sites or cemeteries within the Park or immediate vicinity, it is not expected that human remains would be disturbed as a result of the project or this alternative. As with the project, impacts would be less than significant.

c. Visual Effects and Neighborhood Character

Issue 1: Public Views

The BPMP identifies the Balboa Park Administration Building and courtyard, located just northeast of the existing Inspiration Point parking lots, as a "landmark" surrounded by areas of "positive internal views." From Inspiration Point, the BPMP also identifies positive panoramic views looking southwest to southeast of the Coronado Bridge and San Diego Bay. Construction of a multi-story parking structure adjacent to I-5 at the southern tip of Inspiration Point has the potential to block these views from the Park Administration Building and courtyard and Veterans Museum and Memorial Center

gardens. Therefore, this alternative could result in potentially significant impacts to public views. Impacts would be greater than the project.

Issue 2: Neighborhood Character/Architecture

The Inspiration Point Parking Structure Alternative would not include the Centennial Bridge component of the project, thereby eliminating the significant unmitigated impact that would occur under the project from the introduction of a modern architectural element into a historical setting. This alternative would construct a new multi-level parking structure outside the boundary of the NHLD. This alternative would not include improvements visible from SR-163, and it would not remove a greater number of CMPP significant trees than the project. Therefore, impacts to architectural character would be reduced from significant and unmitigable with the project to less than significant levels under this alternative.

Issue 3: Landform Alteration

Grading associated with this alternative would require 61 cy of cut and 7,360 cy of fill, resulting in substantially less cubic yards of grading than the project. Both the project and this alternative also would require minimal encroachment into ESL steep slopes in conjunction with the reconfiguration and regrading of the Alcazar parking lot for ADA compliance. The majority of the Central Mesa is comprised of artificial slopes associated with the Park's original development, and the parking structure in this alternative would occur in an already developed area of the park (e.g., existing parking lot); therefore, implementation of this alternative would not result in adverse impacts to any natural landform. Visual impacts associated with landform alteration under this alternative would be less than significant.

Issue 4: Development Features

This alternative would not include the Organ Pavilion parking structure and associated roadway; therefore, the 24-foot-high retaining walls associated with the parking structure would not occur. Regrading of the existing Alcazar parking lot in order to make it ADA accessible could, like the project, result in the creation of several retaining walls of up to 15 feet in height surrounding the eastern, southern, and western perimeters of the lot. Retaining walls would be located in less visible areas and would be screened through appropriate landscape treatments. Visual impacts associated with the use of retaining walls would be less than significant for both this alternative and the project.

d. Transportation/Circulation and Parking

The TIA prepared for the project includes analysis of the Inspiration Point Parking Structure Alternative for the existing plus Inspiration Point Parking Structure Alternative, years 2015 (near-term) and 2030 (cumulative). Roadway segments were evaluated and

mitigation identified for weekday impacts only, as roadway segments are typically based on weekday conditions. However, the intersections were evaluated for weekday and weekend, but mitigated for weekend (worst-case) impacts only. This is due to the fact that Park use normally peaks during the weekends and peak hour intersections are typically a more accurate indicator of actual traffic operations as compared to daily roadway segments. This is consistent with previous traffic analyses within the Balboa Park area. Also, the internal intersections were evaluated during the AM peak periods only, as volumes for these periods are generally higher than the PM peak periods, thus representing a worst-case analysis.

Issue 1: Traffic Capacity

As shown in the TIA, there are several intersections and roadways studied as part of the Inspiration Point Parking Structure Alternative which would be significantly impacted in both the 2015 and 2030 conditions.

In 2015, the Inspiration Point Parking Structure Alternative would have a total of five intersections and roadway segments that operate poorly. Of the five, three would have significant impacts, all of which are mitigable.

In 2030, the Inspiration Point Parking Structure Alternative would have a total of twelve intersections and roadway segments that operate poorly. Of the twelve, ten would have significant impacts, of which six unmitigable and listed below:

- Sixth Avenue between Robinson Avenue and Upas Street
- Sixth Avenue between Upas Street and Quince Drive
- Robinson Avenue between Vermont Street and Park Boulevard
- A Street between Sixth Avenue and Park Boulevard

The following intersection is unsignalized and failure occurs when northbound traffic is delayed due to high number of conflicting southbound traffic volumes. This and the close proximity to another signalized intersection would make the impacts at this intersection unmitigable:

- Park Boulevard/SR-163 NB On-Ramp

The following intersection also would have significant, unmitigable impacts:

- Park Boulevard/Space Theater Way

Thus, the Inspiration Point Parking Structure Alternative would have worse impacts with respect to traffic capacity compared to the project in both the near-term and cumulative conditions. By comparison, the project would not have any significant, unmitigable impacts associated with traffic capacity or operations within the study area roadways and intersections.

Issue 2: Circulation and Access

The Inspiration Point Parking Structure Alternative would alter the existing internal circulation of the project area and Central Mesa. Vehicular traffic would enter the project area from the east via Presidents Way off Park Boulevard and travel either southwest to the Palisades lot or north via Pan American Road to the Alcazar parking lot, circulating out of the lot back to the southeast. Traffic would be precluded from entering or exiting the Central Mesa from the west. As with the project, the Inspiration Point Parking Structure Alternative would also allow for adequate emergency access to the Plaza de Panama and throughout the project site, in accordance with mandatory standards and requirements. Although this alternative would preclude vehicular access to the project area from the west, impacts to circulation and access would be less than significant, but and greater than the project.

Issue 3: Parking

It is estimated that about 100 vehicles during the peak tend to find parking on the West Mesa and walk to the site versus accessing the site via Park Boulevard/Presidents Way. This was estimated based on actual traffic coming to the Park from the West Mesa (via El Prado), parking occupancies within the Central Mesa, and the walking distance required from the West Mesa to the center of Plaza de Panama. The estimated walking distance from Balboa Drive to the Plaza de Panama is 2,200 feet (2,000 feet is generally considered the maximum walking distance from a parking facility, based on ULI Level of Service Conditions for Walking Distance from Parking Tables). Additional nearby parking would need to be provided in the West Mesa area to accommodate this increased parking demand as on-street parking in the immediate area (Balboa Drive and Sixth Avenue) is currently at capacity during the Saturday peaks. Potential off-site parking impacts in the West Mesa area would occur with this alternative, as no additional parking would be located in the West Mesa area under this alternative.

The Inspiration Point Parking Structure Alternative would provide additional parking through the construction of a new 830-stall, aboveground parking structure. Parking would be removed from Plaza de Panama and the Alcazar parking lot would be regraded and reconfigured to accommodate the loss of ADA parking and to create a new close-in location for valet/passenger drop-off operations. This alternative would result in a net increase of 2723 parking spaces. Parking impacts would be less than significant and similar to the project.

Issue 4: Traffic Hazards

The Inspiration Point Parking Structure Alternative's circulation pattern would pedestrianize El Prado, the Cabrillo Bridge, Plaza de California and the Plaza de Panama. There are presently several pedestrian/vehicular conflict locations within the project vicinity due to congestion and at-grade pedestrian crossings. By removing cars

from the entire stretch of El Prado east of Sixth Avenue, the Plaza de California, and the Plaza de Panama, this alternative would reestablish pedestrian-only circulation and remove the pedestrian/vehicular conflicts associated with these areas. Thus, like for the project, traffic hazards associated with this alternative would be less than significant. However, the Inspiration Point Parking Structure Alternative would provide slightly fewer benefits, because it would remove 11 of the 20 existing pedestrian/vehicular conflict areas as compared to 14 for the project.

e. Air Quality

Issue 1: Plan Consistency

This alternative, like the project, would not include a change in land use from the City's General Plan and is therefore considered to be consistent with the growth assumptions in the SIP's RAQS for San Diego. Impacts would be less than significant or both this alternative and the project.

Issue 2: Violation of Air Quality Standards

Like the project, the Inspiration Point Parking Structure Alternative would not contribute to exceedance of air quality standards because it would not introduce any new stationary sources of emissions. Impacts associated with violations of air quality standards would, therefore, be less than significant for both this alternative and the project.

Issue 3: Increase in Particulates or Ozone

Because the Centennial Bridge and Road and a subterranean parking structure would not be constructed under this alternative, construction-related emissions from demolition and grading, construction vehicles, and chemicals used during construction would be incrementally less than for the project. Operational air quality emissions would be roughly comparable to the project. Overall, air quality impacts associated with this alternative would be less than significant and less than the project.

Issue 4: Sensitive Receptors

Impacts to sensitive receptors would be less than significant for both the Inspiration Point Parking Structure Alternative and the project. This conclusion is based on the approximate similarities between the project and this alternative in regard to the results of the hot spot analysis conducted for the project (Alcazar parking lot improvements).

f. Biological Resources

Issue 1: Sensitive Species

The Inspiration Point Parking Structure Alternative, similar to the project, has the potential to result in direct and indirect impacts to nesting raptors and species covered

under the MBTA during construction activities. These impacts would be significant and require mitigation. Because the alternative does not include the Centennial Bridge, its implementation would likely affect fewer trees/nesting birds than the project, because the trees within Cabrillo Canyon (over which the Centennial Bridge would span) would not be disturbed. Nonetheless, the mitigation measure **BR-1** identified in Section 4.6 for the project would also be required to be implemented for the Inspiration Point Parking Structure Alternative and would reduce sensitive species impacts to below a level of significance.

Issue 2: Sensitive Habitat

No sensitive vegetation communities or habitats occur within the project area. Construction of the parking structure at Inspiration Point under this alternative would occur within an already disturbed area (existing parking lot); thus, no impacts to sensitive biological habitat would occur. Therefore, this alternative would not have a significant impact to sensitive habitat. Impacts would be similar to the project and less than significant.

Issue 3: Wildlife Corridors

Because the project area is located at the top of an urban canyon system and is not part of a major wildlife movement corridor, there would be no impacts to wildlife movement due to implementation of this alternative or the project.

Issue 4: Invasive Species

As with the project, City regulations require this alternative to include a conceptual landscape plan, incorporated into the project design, which ensures that indirect effects due to invasive species would not occur. As such, impacts would be less than significant for both the project and this alternative.

Issue 5: MSCP

The project would dispose of soil export from grading operations off-site at the Arizona Street Landfill on the East Mesa, which is adjacent to MHPA land in Florida Canyon. The Inspiration Point Parking Structure Alternative would not construct a subterranean parking structure, and not generate soil export to the landfill. Therefore, the Inspiration Point Parking Structure Alternative would not conflict with the provisions of the MSCP, and impacts would be less than significant and less than the project.

g. Energy Conservation

Issue 1: Energy Use

Development under the Inspiration Point Parking Structure Alternative would result in incrementally less short-term construction energy consumption compared to the project because the Centennial Bridge and Road would not be constructed. Impacts would be less than significant for both the project and this alternative.

Through participation in the Balboa Park Cultural Partnership's park-wide sustainability program and Economic and Environmental Sustainability Strategic Plan for Balboa Park and through compliance with the California Green Building standards, the Inspiration Point Parking Structure Alternative (and the project) would consume less-than-average rates of energy. Long-term operational energy use associated with the consumption of electricity and natural gas, water, solid waste, and vehicle use would be less than significant for both the project and this alternative.

h. Geologic Conditions

Issues 1 and 2: Geologic Hazards/Unstable Geologic Unit or Soils

Similar to the project, the removal and recompaction of the undocumented fill remedial grading would be required under this alternative. As with the project, this alternative also would require regulatory compliance and adherence to the recommendations described in the Geotechnical Investigation to reduce significant impacts associated with geologic conditions to less than significant levels for both the project and this alternative.

Issue 3: Erosion

Grading activities associated with this alternative, while less than the project, could result in erosion potential during and/or after grading. Conformance with the City's grading ordinance, CBC, and implementation of the recommendations described in the Geotechnical Investigation would ensure that erosion impacts would be less than significant for both this alternative and the project.

i. Greenhouse Gases

Issue 1: GHG Emissions

The Inspiration Point Parking Structure Alternative would generate similar, or slightly fewer quantities of construction-related GHG emissions than the project, because it would not construct the Centennial Bridge or require excavation for construction of a subterranean parking structure. Annual operational GHG emissions associated with the Inspiration Point Parking Structure Alternative's energy and water use, and waste disposal would be comparable to the project. Because the Inspiration Point Parking

Structure Alternative's GHG emissions would not exceed 900 MTCO₂E per year (based on the project's emissions of 386 MTCO₂E), GHG emissions impacts under the Inspiration Point Parking Structure Alternative would be less than significant; and incrementally less than the project.

Issue 2: Consistency with Plans, Policies, and Regulations

As described above, because the Inspiration Point Parking Structure Alternative would incorporate similar project design features, emit less than 900 MTCO₂E annual emissions, and not increase traffic, it would also not be cumulatively considerable or thereby conflict with statewide GHG emissions targets. GHG plan consistency impacts would be less than significant for both this alternative and the project.

j. Health and Safety/Hazardous Materials

Issue 1: Hazardous Materials

No hazardous materials have been identified on the project site or in the project vicinity. Similar to the project, development of the Inspiration Point Parking Structure Alternative would not create a significant hazard to the public or the environment through release of hazardous materials. Impacts associated with Health and Safety/Hazardous Materials under both the project and this alternative would be less than significant.

Issue 2: Emergency Response

The Inspiration Point Parking Structure Alternative has not yet been subject to Fire Department review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in response times beyond acceptable standards, and does not constrain fire/emergency response in the area. Although the Cabrillo Bridge would be closed to vehicular travel by the public, emergency vehicle access would still be permitted to the Central Mesa via El Prado. This alternative's impacts to emergency response would thus be less than significant; and similar to those of the project.

k. Hydrology

Issues 1 and 2: Runoff and Drainage Patterns

The Inspiration Point Parking Structure Alternative would not result in the construction of the Centennial Bridge or Road. While a parking structure would be constructed under this alternative, there would be no increase in existing impervious surfaces, because a parking lot already exists in the same location.

Hydromodification management design features, including LID and BMPs, are required to be incorporated into new development projects to manage, detain, and attenuate

post-project runoff and to maintain or reduce pre-project downstream erosion conditions. These measures would also ensure that the overall drainage pattern of the project area would not be substantially altered. The Inspiration Point Parking Structure Alternative, like the project, would incorporate such design measures and conform to applicable federal, state, and City standards. Overall, hydrological impacts would be less than significant for both the project and this alternative.

I. Noise

Issue 1: Noise/Land Use Compatibility

This alternative would remove vehicles from the Cabrillo Bridge, El Prado, the Mall, the Organ Pavilion parking lot, and the Plaza de Panama, thereby reducing noise levels in these areas and in the surrounding museums and institutions. This alternative would remove vehicles from similar locations as the project. The new parking structure at Inspiration Point would be constructed in an area already used for parking; therefore, noise/land use compatibility impacts associated with this alternative would be less than significant and less than under the project.

Issue 2: Traffic Generated Noise

The Inspiration Point Parking Structure Alternative, like the project, would not generate new traffic, and therefore, not increase noise levels due to traffic. This alternative would, however, reconfigure vehicle travel, which would result in changes to the existing noise pattern. The Inspiration Point Parking Structure Alternative would reconfigure the existing circulation pattern so as to increase distances between vehicle traffic and sensitive receptors in generally the same locations as the project, including the Plaza de California, El Prado, the Plaza de Panama, and the Mall. The Inspiration Point Parking Structure Alternative would not generate significant traffic noise, and impacts would be less than significant, similar to the project.

Issue 3: ALUCP Compatibility

The ALUCP for the SDIA (i.e., Lindbergh Field) shows that the southerly portion of this alternative and project site lies within the 60–65 CNEL contour of the airport. The ALUCP for Lindbergh Field indicates that noise-sensitive uses are compatible when noise levels are less than 65 CNEL. In the case of this alternative, same as the project, the only new noise-sensitive use that would occur within the airport's 65 CNEL contour would be the new rooftop park, located behind the Organ Pavilion. This is considered in the ALUCP as being a land use compatible with the 65 CNEL. Therefore, this alternative, same as the project, would have less than significant ALUCP/aircraft noise compatibility impacts.

Issue 4: On-Site Generated Noise

In the case of the Inspiration Point Parking Structure Alternative, the parking structure at Inspiration Point would comprise a new source of noise generation. While the parking capacity of the structure would be the same as the Organ Pavilion parking structure included under the project, the location would not be in close proximity to noise-sensitive uses, such as Park institutions, theaters, and museums. Similar to the project, periodic noise would result from use of the parking structure. Parking structure activity noise would not impact sensitive receptors, would not result in a significant increase in noise, and would not exceed noise ordinance limits. Therefore, for the Inspiration Point Parking Structure Alternative, noise impacts due to parking structure activities would be less than significant and less than the project.

Issue 5: Temporary Construction Noise

Noise would be generated during construction activities from construction equipment and hauling trucks. Outdoor uses in proximity to improvement areas for the Inspiration Point Parking Structure Alternative include the Alcazar Garden, Old Globe Theatre, House of Hospitality, Organ Pavilion, Botanical Garden and Japanese Friendship Garden. Exterior construction noise impacts to all of these areas would be less than significant for the Inspiration Point Parking Structure Alternative, similar to the project.

Interior noise levels in the museums and institutions could exceed the 45 dB interior noise standard. The Inspiration Point Parking Structure Alternative would have the same potential for interior noise effects as the project. The House of Charm, House of Hospitality, the Old Globe Theatre, Museum of Man, and the Plaza de Panama area institutions would be potentially impacted. Impacts for both the Inspiration Point Parking Structure Alternative and the project would be significant and require mitigation. The mitigation measure, **N-1**, identified for the project precludes construction during special events and proscribes various noise-minimizing measures on construction equipment, construction staging and parking areas. This same mitigation measure would be applied to the Inspiration Point Parking Structure Alternative. Construction noise impacts would, however, remain significant and unmitigable and be similar to the project.

m. Paleontological Resources

Issue 1: Paleontological Resources

Grading operations associated with the Inspiration Point Parking Structure Alternative would require approximately 61 cy of excavation, which does not exceed the 1,000 cy threshold for the high-sensitivity areas. Impacts to paleontological resources for this alternative would be less than significant and less than the project.

n. Public Services and Facilities

Issue 1: Fire, Police, and Public Facilities/Roads Maintenance

Fire Protection and Emergency Medical Services

The Inspiration Point Parking Structure Alternative has not yet been subject to Fire-Rescue review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in response times beyond acceptable standards, does not constrain fire/emergency response in the area, and does not require an increase in department staffing, facilities, or equipment. Impacts relative to Fire Protection and Emergency Medical Services under both the project and this alternative would be less than significant.

Police Protection

New or expanded police facilities would not be needed for the project, and therefore, impacts to police protection would be less than significant for the project. The same conclusion can generally be made for the Inspiration Point Parking Structure Alternative because it would not include uses or a circulation pattern that would result in an increased demand for police services. This alternative, like the project, would require consultation with the Police Department and adherence with crime prevention design guidelines as part of the plan check submittal process. As such, the Inspiration Point Parking Structure Alternative impacts to police protection would be less than significant, similar to the project.

Public Facilities/Road Maintenance

Unlike with the project, this alternative would not include a paid parking structure. The Inspiration Point Parking Structure Alternative would include the construction of improvements that would result in new maintenance obligations and possibly generate the need for additional maintenance expenditures by the City. These would include maintaining the new Plaza de Panama, eastern half of the Mall. Such tasks as trash removal and landscaping could come out of the existing budget for these areas, as this same type of maintenance activities occur for the existing Plaza and Mall areas. Impacts associated with public facilities and road maintenance would be less than significant.

o. Public Utilities

Issue 1: Water

Implementation of the Inspiration Point Parking Structure Alternative would result in a similar increase in water demands as the project, attributable to additional landscaping/water features included within El Prado, Plaza de Panama, the Mall, and

the conversion of the Organ Pavilion parking lot to park land. Like the project, this increase in water demand would not trigger substantial changes to the existing on-site water system. This alternative would incorporate drought-resistant landscaping where feasible and water conservation features the implementation of which would avoid significant impacts resulting from the increased water demand. Therefore, impacts associated with water supply under both the project and this alternative would be less than significant.

Issue 2: Wastewater

The project is not projected to generate new demand for sewer capacity, and therefore, would not require substantial changes to the existing on-site wastewater infrastructure. In general, these same or similar sewer infrastructure modifications would be required of this alternative. These modifications are not considered substantial and impacts would be less than significant for both the project and the Inspiration Point Parking Structure Alternative.

Issue 3: Solid Waste

The Inspiration Point Parking Structure Alternative, like the project, would not increase visitorship within the Park; therefore, during post-construction/occupancy the condition would be the same as the existing. Solid waste impacts associated with the post-construction/occupancy phase of this alternative would thus be less than significant, similar to the project.

Development under the Inspiration Point Parking Structure Alternative would be similar to the demolition and construction activities under the project resulting in the generation of similar quantities of waste materials. Similar to the project, as a condition of approval, implementation of a final WMP would be verified in order to ensure that impacts would be less than significant.

Issue 4: Energy Infrastructure

This alternative, like the project, would require the relocation of existing SDG&E and AT&T utilities where they conflict with grading or construction activities. These actions do not comprise substantial alteration of existing utilities which would create physical impacts. Also, the construction of permanent new energy infrastructure (e.g., transformers, poles, substation) would not be required for implementation of this alternative (or the project). Thus, energy infrastructure impacts would be less than significant for this alternative and the project.

p. Water Quality

Issue 1: Pollutant Discharge

Construction activities under the Inspiration Point Parking Structure Alternative, especially those attributable to the construction of the parking structure, could result in contaminated runoff. Compliance with federal, state, and local water quality standards is assured through adherence to the City's Storm Water Standards and conditions placed on building permits prior to project approval. Adherence to the City's Storm Water Standards is considered to preclude water quality impacts. The Inspiration Point Parking Structure Alternative would also be required to adhere to the City's Storm Water Standards, and would include treatment control BMPs (similar to the project). Through these actions, the potential impacts to water quality would be avoided or reduced to a less than significant level for both the Inspiration Point Structure Alternative and the project.

9.3.3D.3 Conclusion Regarding the Inspiration Point Parking Structure Alternative

The Inspiration Point Parking Structure Alternative would avoid the project's significant and unmitigated secondary land use impacts on: land use (plan consistency); historical resources (built environment) and visual quality (architectural character) associated with the Centennial Bridge component of the project. However, this alternative has the potential to result in other significant and unmitigable impacts including: impacts to public safety through potential ALUC and AEOZ inconsistencies; impacts to public view corridors; significant traffic impacts associated with closure of Cabrillo Bridge. Greater traffic impacts compared to the project would occur in the near-term and in 2030 with internal and external roadways/intersections that would operate poorly, constituting significant mitigable and unmitigable impacts.

Like the project, this alternative also would result in significant and mitigable impacts associated with biological (raptors) and historical resources (archaeological), and significant unmitigable impacts associated with noise (temporary construction noise).

This alternative would attain some of the project objectives, as it would remove vehicles from and restore pedestrian uses within El Prado, Plaza de California, the Mall, Pan American Road, and the Organ Pavilion parking lot (Objectives 1 and 2); it would provide convenient drop-off, valet, and ADA-accessible parking in the Alcazar parking lot (Objective 3); and provide a pedestrian link between the Prado and Palisades area (Objective 4). It would not, however, maintain proximate vehicular access to the Park's institutions (Objective 1), because it would place the parking structure further from the Plaza de Panama. This alternative also would provide fewer benefits than the project through resolving fewer pedestrian/vehicular conflicts and providing no additional parking in proximity to the Park's institutions.

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9.3.4 Cabrillo Bridge Open Alternatives

The following discussion focuses on alternatives which entail the removal of vehicular traffic beginning east of the Cabrillo Bridge. Under these alternatives the Cabrillo Bridge would remain open to vehicular traffic, offering different circulation plans and locations for the parking structure and tram system. These alternatives are divided between scenarios in which the Centennial Bridge is constructed (Alternatives 9.3.4Ai, Gold Gulch, and 9.3.4Aii, No Paid Parking) and not constructed (Alternatives 9.3.4Bi through 9.3.4Biv – the Tunnel, Stop Light (One-Way), Modified Precise Plan without Parking Structure and Half-Plaza Alternatives).

9.3.4A With Centennial Bridge Alternatives

9.3.4Ai Gold Gulch Parking Structure Alternative

The description of the Gold Gulch Alternative included below, relies solely on details as submitted by a member(s) of the public.

9.3.4Ai.1 Description of the Gold Gulch Parking Structure Alternative

The Gold Gulch Parking Structure Alternative would be similar to the project in several respects. This alternative would maintain vehicular traffic over the Cabrillo Bridge and construct the Centennial Bridge, along with a new road, “Park Road”, that traverses the edge of Palm Canyon, similar to Centennial Road, under the project. The ~~Cabrillo Bridge~~, Plaza de California, El Prado, Plaza de Panama, the Mall, and Pan American Road East would be pedestrianized. The landscape and hardscape improvements identified for the project would also be implemented with the Gold Gulch Parking Structure Alternative, including new trees and foundation plantings along El Prado; new trees, widened median and furnishings along the Mall; and new lawn panels, trees, furniture, and two shallow reflecting pools in the Plaza de Panama. Parking would be removed from Plaza de Panama and the Alcazar parking lot would be regraded and reconfigured to accommodate the loss of ADA parking, valet services and passenger drop-off operations. Under this alternative, the existing Organ Pavilion parking lot would be converted to parkland in a slightly larger configuration than would occur with the project. The Pan American Promenade would be constructed from the new Organ Pavilion rooftop park to the west side of the Organ Pavilion.

This alternative would place a new parking structure within the canyon located east of the existing Organ Pavilion parking lot, known as Gold Gulch. The parking structure would be a five-level, ~~798~~797-stall structure, resulting in a net increase of ~~260~~273 additional parking spaces. Construction of the parking structure and improvements would require approximately 51,500 cy of export soil, which would be disposed at the Arizona Street Landfill.

The parking structure would be located approximately 1,406 feet from Plaza de Panama, approximately 400 feet further than the Organ Pavilion parking structure included by the project. Construction of a parking structure in the location would also require encroachment into the leasehold of the Japanese Friendship Garden.

The Gold Gulch Parking Structure Alternative would substantially alter the existing circulation patterns within the project area and vicinity. Key characteristics of circulation under this alternative include:

- Vehicular traffic would access the project area via the Cabrillo Bridge from the west or via Park Boulevard from the east.
- Vehicles would access the Gold Gulch parking structure from either the east or west – via the new “Park Road.”
- From the east, Park Road would be constructed from the top level of the parking structure, and would continue between the World Beat Center and the Cultural de la Raza, connecting to Park Boulevard at a new (signalized) intersection.
- Access from the west also would be via the new Park Road, which would connect the Alcazar parking lot/Centennial Bridge to the top of level of the new parking structure.
- Park Road would bridge over the “Tram Way” (described below) as it traverses from the top of the parking structure and towards the Plaza de Panama. (The Park Road would be grade-separated from, but run parallel to the tram way.) A pedestrian walkway would span over Park Road from the Organ Pavilion Park to the southeast side of the Organ Pavilion (similar to the project). Park Road would have two-way traffic, a bike lane, and walkway.
- Access to the parking structure from Presidents Way would be provided by two access roads, a western extension of Park Road or “Park Road West” and “Road Z.”
- The first of these, Park Road West, would begin at Presidents Way (approximately 25 feet southwest of the Tram Way, described below) and would be a grade-separated roadway that traverses toward the top of the parking structure. At the top of the structure, the Park Road West would intersect with, and become, Park Road.
- The second access road from Presidents Way, Road Z, would be a “parking structure access only” roadway that enters the structure two levels down. This access road would begin at Presidents Way, approximately 75 to 100 feet southeast of the Park Road West/Presidents Way intersection.

- A service road to the backside of the Japanese Friendship Garden would also be provided near where Park Road bridges the Tram Way.
- The parking structure could also be accessed via the tram system provided to and from the Plaza de Panama, with the potential for a future connection to mass transit to the Park from the surrounding areas. The dedicated Tram Way would be a grade-separated road that begins at Presidents Way and traverses northeast and under Park Road (towards the Organ Pavilion. The Tram Way would make a left turn around the southern edge of the Organ Pavilion and travel northward, connecting to the Mall and the Plaza de Panama. This alternative is depicted in Figures 9-7a and 9-7b.

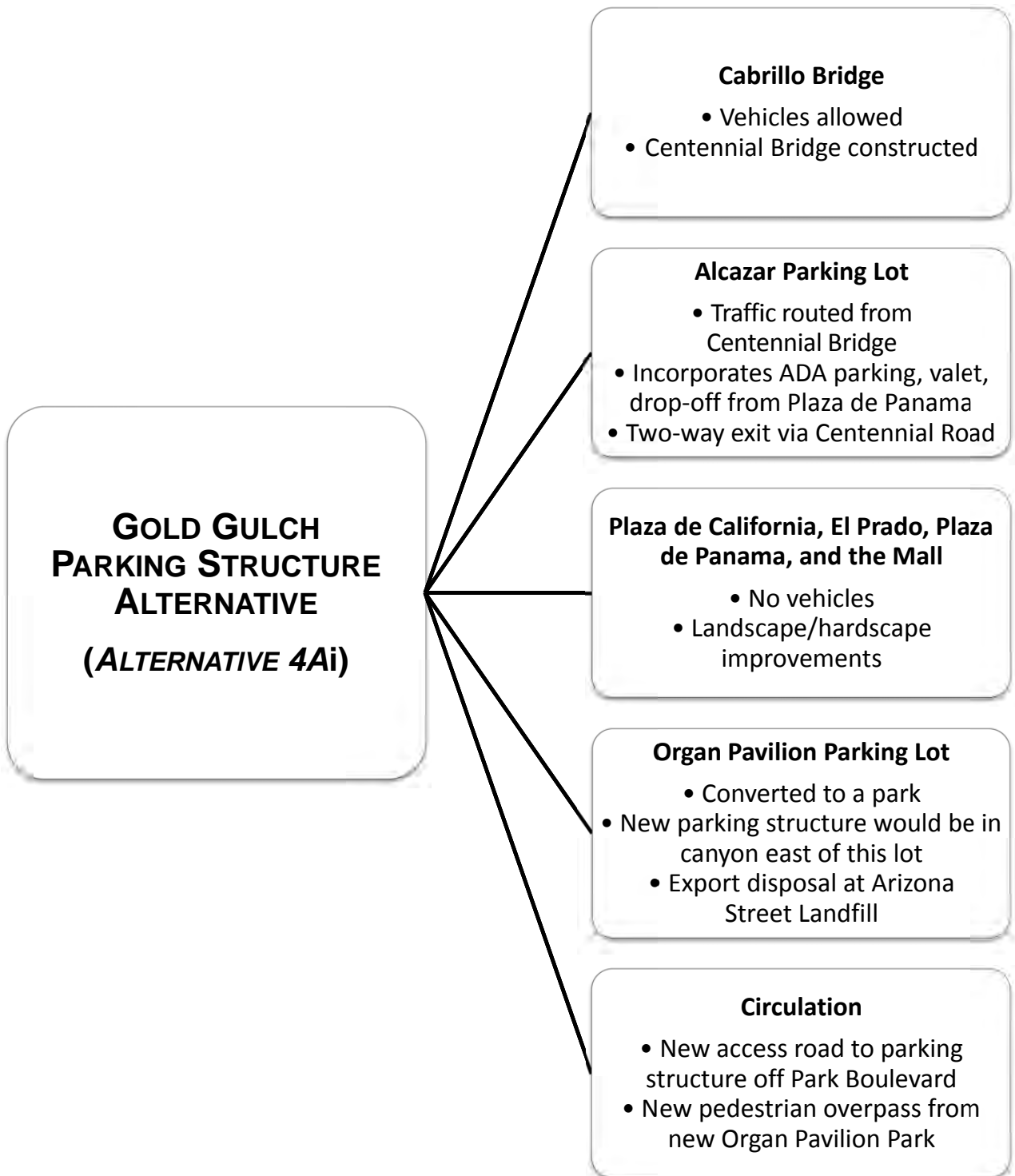
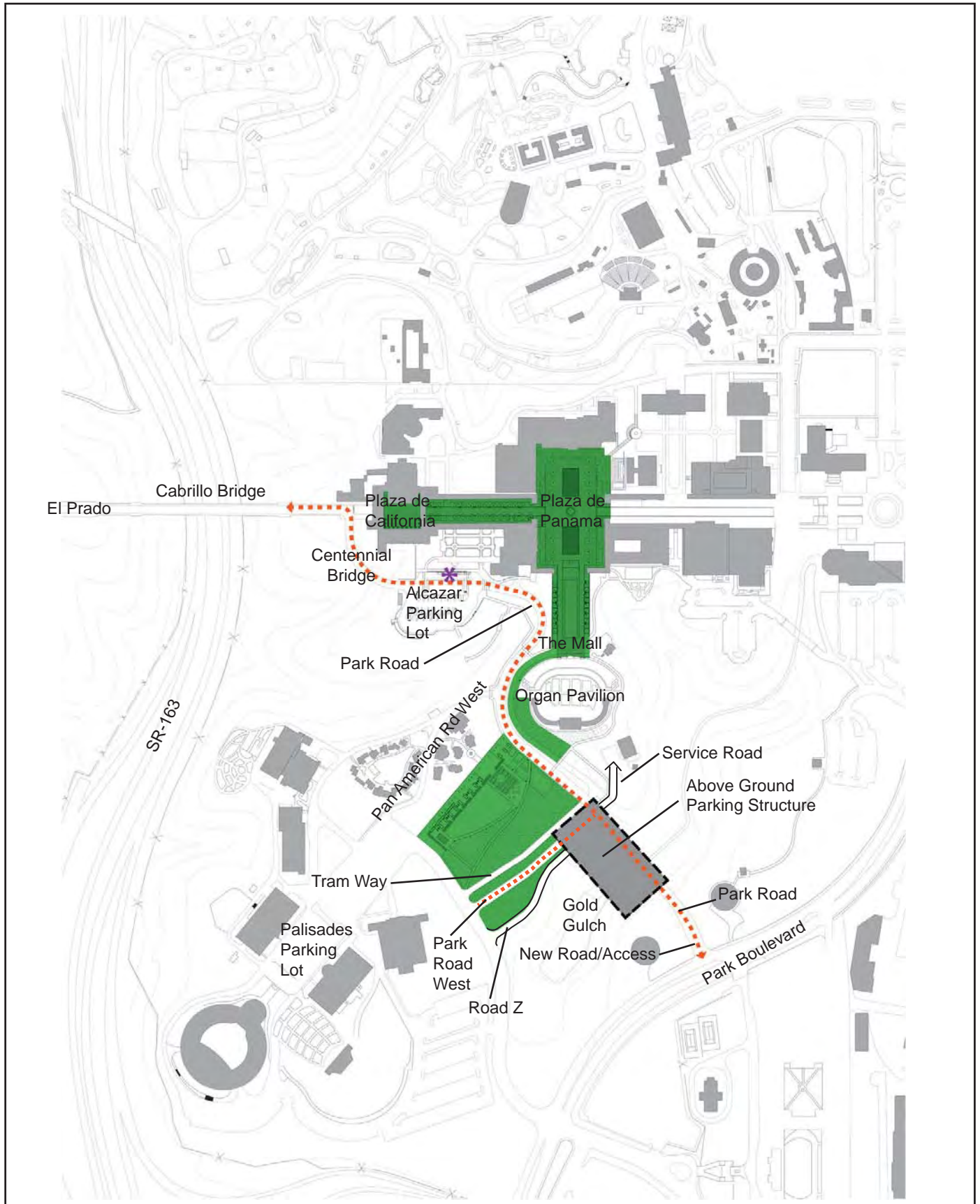


FIGURE 9-7a
Gold Gulch Parking Structure Alternative
Alternative 4Ai



- Parkland Reclamation
- Parking Structure
- Two-way Vehicle Access
- Drop-off Location

No Scale



FIGURE 9-7b
Gold Gulch Parking Structure Alternative (Alt 4Ai)

9.3.4Ai.2 Environmental Analysis of the Gold Gulch Parking Structure Alternative

a. Land Use

Issue 1: Development Standards

This alternative includes construction of the Centennial Bridge and Park Road, and therefore, would be inconsistent with SOI Rehabilitation Standards and would require a deviation from the City's HRR. The parking structure under this alternative would be placed within Gold Gulch Canyon, potentially resulting in impacts to natural steep slopes, which would require a deviation from the City's ESL regulations. A deviation from ESL regulations would also be required for encroachment into steep slopes in conjunction with the grading of the Alcazar parking lot and for the construction of Park Road adjacent to Palm Canyon. The required deviation for steep slope encroachment would not likely result in a significant secondary land use impact. The Centennial Bridge and Park Road components also require a deviation from the City's Street Design Manual with respect to the commercial local street section. Secondary impacts associated with traffic hazards would be less than significant for both project components. While the ESL and Street Design Manual deviations would not likely result in a significant secondary land use impact, the required deviation from the HRR for the Centennial Bridge would result in a significant, unmitigable impact to NHL, similar to the project.

Issue 2: Plan Consistency

General Plan Consistency

Construction of the Centennial Bridge would be inconsistent with historic preservation policies contained in the Historic Preservation, Recreation and Urban Design Elements of the General Plan, which would result in significant secondary land use impacts to the NHL. As for the project, there is no feasible mitigation to reduce the impacts associated with the plan inconsistencies, and the impact would remain significant and unmitigated for this alternative and the project.

BPMP and CMPP Consistency

Some of the major goals of the BPMP and CMPP would be met through development of this alternative including: to create a pedestrian-oriented park environment, with convenient accessibility; reduce pedestrian/vehicular conflicts; increase free and open parkland, and restore or improve existing building and landscaped areas.

The Gold Gulch Parking Structure Alternative would require amendments to both BPMP and CMPP to allow for changes in the circulation plan, the location of a parking structure within Gold Gulch, and policies pertaining to historic resources. The amendments would

result in a significant unmitigable secondary land use impact to historic resources and a significant mitigable traffic capacity impact; therefore, both this alternative and the project would result in significant, unmitigable impacts associated with plan inconsistency.

East Mesa Precise Plan

Both the project and the Gold Gulch Parking Structure Alternative would export soil excavated for construction of the Organ Pavilion parking structure to the Arizona Street Landfill on the East Mesa, an activity which would be consistent with the reclamation program for the landfill. Therefore, similar to the project, the Gold Gulch Parking Structure Alternative would be consistent with the EMPP.

MSCP Subarea Plan

The Florida Canyon MHPA is adjacent to a portion of the Arizona Street Landfill. The placement of fill and grading operations within the Arizona Street Landfill disposal site has the potential to result in significant indirect impacts to the MHPA associated with noise, lighting, drainage, and the introduction of invasive plants. Implementation of mitigation measure **LU-1** for MHPA Adjacency would reduce impacts to less than significant for both this alternative and the project.

Issue 3: Land Use Incompatibility

The Gold Gulch Parking Structure Alternative would be consistent with the adopted land use designation and intensity; be compatible with surrounding land use; reduce pedestrian/vehicular conflicts, and facilitate better access to Park amenities located within the Central Mesa. Similar to the project, this alternative would remove vehicles from El Prado, the Plaza de California, Plaza de Panama, and the existing Organ Pavilion parking lot, thereby alleviating some land use compatibility issues associated with vehicular and pedestrian use and achieving an overarching goal of the BPMP. This alternative would yield less than significant land use incompatibility results, similar to the project.

Issue 4: San Diego International Airport ALUCP Compatibility

This alternative, like the project, would be located within the AIA of SDIA. Because this alternative would amend the BPMP, would be located within an AIA, and would include a new multi-level aboveground structure, it would be required to be submitted to the ALUC for a consistency determination and to the FAA for a determination of no hazard. Consistent with the project's determinations, the ALUC would likely determine that the Gold Gulch Parking Structure Alternative (because it is within a canyon) is consistent with the SDIA ALUCP, based on it being a land use that is compatible with the 60–65 CNEL noise contours, and that would not be located within the Airport Approach

Overlay Zone or Runway Protection Zone. A determination of no hazard to air navigation would also likely be issued by the FAA for this alternative, as it has for the project. Like the project, the Gold Gulch Parking Structure Alternative would be consistent with the SDIA ALUCP, and impacts would be less than significant.

b. Historical Resources

Issue 1: Historic Resources (Built Environment)

Construction of the Centennial Bridge would cause a substantial adverse change in the significance of a historic resource, and therefore, would result in a significant impact on the NHL. The construction of Park Road (similar to Centennial Road) under this alternative would alter the existing circulation network in the NHL and would not be consistent with SOI Rehabilitation Standards 2 and 9. However, the adverse effect would not be considered significant, since it would not demolish, destroy, relocate, or alter the NHL such that it would be materially impaired. Thus, the impact of the Park Road would be less than significant. Because no feasible mitigation is available for impacts to the NHL associated with the Centennial Bridge, impacts to historical resources would remain significant and unmitigated for both the project and this alternative.

Issue 2: Archaeological Resources

The archaeological resources analysis concluded that throughout the Park there is the possibility of subsurface prehistoric or historic deposits to be present that could be uncovered during construction activities. Therefore, a potentially significant impact could result from construction of the Gold Gulch Parking Structure Alternative. The same mitigation measure **HR-1** for the project would be applied to the Gold Gulch Parking Structure Alternative to reduce archaeological impacts to less than significant, similar to the project.

Issue 3: Religious/Sacred Uses

Because there are no known Native American religious or sacred uses within the Park or immediate vicinity, implementation of the project or this alternative would have no impacts to religious and sacred uses. As with the project, impacts would be less than significant.

Issue 4: Human Remains

Because there are no known burial sites or cemeteries within the Park or immediate vicinity, it is not expected that human remains would be disturbed as a result of the project or this alternative. As with the project, impacts would be less than significant.

c. Visual Effects and Neighborhood Character

Issue 1: Public Views

The primary visual distinction between the Gold Gulch Parking Structure Alternative and the project is the location of the parking structure. Under this alternative, impacts associated with public views from within and outside of the Park due to construction of the Centennial Bridge and Park Road, and restoration of pedestrian areas would be the same as the project.

The CMPP does not identify any major or minor view corridors from which the Gold Gulch parking structure would be visible. The BPMP Visual Analysis identifies the existence of “positive panoramic views” of Gold Gulch Canyon from both the Organ Pavilion and Park Boulevard. The introduction of a parking structure within the open canyon would result in potentially significant impacts to these views. Landscaping and project design features relating to screening, could partially mitigate impacts to public views. Therefore, this alternative would result in potentially significant impacts to public views and would be greater than the project.

Issue 2: Neighborhood Character/Architecture

Like the project, construction of the Centennial Bridge under this alternative would result in impacts associated with the introduction of incompatible architectural elements to the existing visual character of the Park. Impacts associated with architectural character would be significant. With no feasible mitigation available, this impact would remain significant and unmitigable for both this alternative and the project. The Gold Gulch Parking Structure Alternative would not include improvements visible from SR-163.

The realignment of Gold Gulch Way and construction of a parking structure within the canyon would permanently alter the remaining portion of the Australian Garden. The Australian Garden was planted from seeds received as a gift in 1976 from the Country of Australia to commemorate the U.S. 1776 Bicentennial. While half of this garden has been incorporated into the Japanese Friendship Garden, development in this area would permanently alter the remaining area and require the removal of these trees. Located on the slope east of Gold Gulch Way road, above the former San Diego Police Department Horse Patrol facility, the remaining garden contains the mature plants from the 1976 donation, ~~including some trees that grow in no other location in Balboa Park: *Acacia pendula*, *Casuarina stricta*, *Casuarina cristata*, *Hakea* spp., *Banksia* spp. and a large *Erythrina x sykesii*~~

Several of the trees within Gold Gulch are identified as CMPP “Significant Trees” (grey corkwood, *Erythrina pleiocarpa*; sea urchin Hakea, *Hakea petiolaris*; and coast live oak, *Quercus agrifolia*). The grey corkwood and coast live oak are identified as “moveable” pursuant to the CMPP. However, Removal of these trees the sea urchin Hakea

represents a potentially significant impact. Additionally, this alternative would include the construction of a new roadway between the World Beat Center and the Cultural de la Raza. Construction of this road would impact a ~~rare~~-fig tree, *Ficus radulina*, identified as a Significant Tree by the CMPP. This tree is identified as “moveable” in the CMPP, and therefore, its removal would not resulting in a ~~potentially~~-significant impact. Fifteen Sugar Gum, *Eucalyptus cladocalyx*, four newly planted pines, and a camphor tree also would be potentially impacted by construction of the roadway. These trees, ~~though rare,~~ are not Significant Trees, and impacts to these specimens would be less than significant. In conclusion, impacts associated with architectural character would be significant and unmitigable for this alternative and greater than the project.

Issue 3: Landform Alteration

Grading under this alternative would require 78,758 cy of cut and 27,285 cy of fill, for a total of 51,473 cy of export. This is approximately 100,000 cubic yards less grading and export than required by the project. However, the construction of the parking structure within Gold Gulch Canyon, an area that is partially previously undisturbed, would result in a significant landform alteration, changing the visual character of this portion of the Park. No feasible mitigation exists for the permanent alteration of the canyon. Therefore, impacts associated with landform alteration are significant and unmitigable for this alternative and greater than the project.

Issue 4: Development Features

Like the project, the Gold Gulch Parking Structure Alternative would require the construction of retaining walls in conjunction with regrading of the Alcazar parking lot, Park Road, and the parking structure. Retaining walls would be located in less visible areas and would be screened through appropriate landscape treatments. Visual impacts associated with use of retaining walls would be less than significant for both this alternative and the project.

d. Transportation/Circulation and Parking

The TIA prepared for the project includes analysis of the Gold Gulch Parking Structure Alternative for the existing plus Gold Gulch Parking Structure Alternative, years 2015 (near-term) and 2030 (cumulative). Roadway segments were evaluated and mitigation identified for weekday impacts only, as roadway segments are typically based on weekday conditions. However, the intersections were evaluated for weekday and weekend, but mitigated for weekend (worst-case) impacts only. This is due to the fact that Park use normally peaks during the weekends and peak hour intersections are typically a more accurate indicator of actual traffic operations as compared to daily roadway segments. This is consistent with previous traffic analyses within the Balboa Park area. Also, the internal intersections were evaluated during the AM peak periods

only, as volumes for these periods are generally higher than the PM peak periods, thus representing a worst-case analysis.

Issue 1: Traffic Capacity

The TIA determined that like the project, this alternative would not result in an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system.

In 2015, the Gold Gulch Parking Structure Alternative would have a total of five intersections and roadway segments that operate poorly. Of the five, one would have a significant impact, which is mitigable.

This alternative proposes to move the existing intersection of Inspiration Point Way (Stitt Avenue) and Park Boulevard approximately 100' south to accommodate a new entrance road to the parking structure in Gold Gulch (Park Road). Existing structures, including the Veteran's Memorial located east of Park Boulevard, and the World Beat Cultural Center building west of Park Boulevard, could make the improvement infeasible; in which case, potentially significant traffic impacts could occur at the intersection of Park Boulevard/Inspiration Way.

In 2030, the Gold Gulch Parking Alternative would have a total of thirteen intersections and roadway segments that operate poorly. Of the thirteen, one would have a significant impact, similar to 2015, which is mitigable. Impacts would be less than significant, after mitigation, for both the project and this alternative.

Issue 2: Circulation and Access

This alternative would alter the internal circulation of, and access to, the Central Mesa from the east. Like the project, this alternative would maintain vehicular access from the west to Central Mesa, via the Cabrillo Bridge and remove vehicular traffic from El Prado, the Plaza de Panama, the Mall, the Organ Pavilion parking lot, and Pan American Road East. Vehicular traffic would be routed along the Centennial Bridge to "Park Road", resulting in an improvement in circulation and reduction in pedestrian/vehicular conflicts. Under this alternative, Park Road would continue east to a new signalized intersection at Park Boulevard, just north of the existing World Beat Center, providing access to the new parking structure and the project area. Impacts to circulation and access under this alternative would be less than significant, similar to the project.

Issue 3: Parking

Like the project, this alternative would not increase the overall parking demand within the Park, but would provide a net increase in the number of parking spaces, resulting in a less than significant impact on adjacent areas outside of the Park. This alternative would

add the same number of parking spaces as the project; therefore, the demand for off-site parking would be similar to the project.

Issue 4: Traffic Hazards

This alternative would utilize the Centennial Bridge and Park Road as a means of removing cars from El Prado, the Plaza de California, and the Plaza de Panama, and reestablishing pedestrian-only circulation; thereby removing the pedestrian/vehicular conflicts associated with these areas. Thus, like for the project, traffic hazards associated with this alternative would be less than significant. However, the Gold Gulch Parking Structure Alternative would provide slightly fewer benefits because it would remove only 10 of the 20 existing pedestrian/vehicular conflict areas as compared to 14 for the project.

e. Air Quality

Issue 1: Plan Consistency

This alternative would not conflict with existing air quality control plans. While changing the location of the parking structure, this alternative would not include a change in land use from the City's General Plan. Therefore, like the project, this alternative would be consistent with the growth assumptions in the RAQS. Impacts would be less than significant or both this alternative and the project.

Issue 2: Violation of Air Quality Standards

Like the project, the Gold Gulch Parking Structure Alternative would not contribute to exceedance of air quality standards, because it would not introduce any new stationary sources of emissions. Impacts associated with violations of air quality standards would, therefore, be less than significant for both this alternative and the project.

Issue 3: Increase in Particulates or Ozone

Since no excavation would be required for a subterranean parking structure, construction-related emissions associated with the Gold Gulch Parking Structure Alternative would be incrementally less than the project, including the emission of pollutants and dust generated during demolition and grading, emissions from construction vehicles, and chemicals used during construction. Maximum daily construction emissions are projected to be less than the applicable thresholds for all criteria pollutants. There is no expectation of a net increase in ADT under this alternative. Therefore, impacts for this alternative would be less than significant and less than the project.

Issue 4: Sensitive Receptors

Impacts to sensitive receptors would be less than significant for both the Gold Gulch Parking Structure Alternative and the project. This conclusion is based on the approximate similarities between the project and this alternative in regard to the results of the hot spot analysis conducted for the project (Alcazar parking lot improvements).

f. Biological Resources***Issue 1: Sensitive Species***

The Gold Gulch Parking Structure Alternative, similar to the project, has the potential to result in direct and indirect impacts to nesting raptors and species covered under the MBTA during construction activities. These impacts would be significant and require mitigation. Mitigation measure **BR-1** identified in Section 4.6 for the project would also be required to be implemented for the Gold Gulch Alternative and would reduce sensitive species impacts to less than significant. However, due to the location of the parking structure within Gold Gulch, impacts to nesting raptors may be incrementally greater under this alternative as compared to the project.

Issue 2: Sensitive Habitat

No sensitive vegetation communities or habitats occur within the footprint of this alternative. Only Tier IV habitat such as developed land, ornamental plantings, and eucalyptus woodland exists within the project site. Construction of the parking structure within Gold Gulch would not result in impacts to sensitive biological habitat. Therefore, this alternative would not have a significant impact to sensitive habitat. Impacts would be similar to the project and less than significant.

Issue 3: Wildlife Corridors

The footprint of the Gold Gulch Parking Structure Alternative does not support any wildlife movement corridors. Impacts would be less than significant for both this alternative and the project.

Issue 4: Invasive Species

As with the project, City regulations require the Gold Gulch Parking Structure Alternative to include a conceptual landscape plan, incorporated into the project design, which ensures that indirect effects due to invasive species would not occur. As such, impacts would be less than significant for this alternative and the project.

Issue 5: MSCP

The project area is not adjacent to the City of San Diego's MHPA. However, the project would dispose of soil export from grading operations off-site at the Arizona Street Landfill on the East Mesa, which is adjacent to MHPA land in Florida Canyon. The Gold Gulch Parking Structure Alternative also would construct a parking structure and generate soil export. Both the project and this alternative would comply with the MHPA Land Use Adjacency Guidelines (LU-1). Therefore, neither the project nor this alternative would conflict with the provisions of the MSCP, and impacts would be less than significant with mitigation.

g. Energy Conservation

Issue 1: Energy Use

Development under the Gold Gulch Parking Structure Alternative would require similar short-term construction and long-term operational energy consumption as compared to the project. Overall, energy conservation impacts for both the project and this alternative would be less than significant.

Through participation in the Balboa Park Cultural Partnership's park-wide sustainability program and Economic and Environmental Sustainability Strategic Plan for Balboa Park and through compliance with the California Green Building standards, the Gold Gulch Parking Structure Alternative (and the project) would consume less-than-average rates of energy. Long-term operational energy use associated with the consumption of electricity and natural gas, water, solid waste, and vehicle use would be less than significant for both the project and this alternative.

h. Geologic Conditions

Issues 1 and 2: Geologic Hazards

Like the project, a Geotechnical Investigation would also be required of the Gold Gulch Parking Structure Alternative. Adherence to its requirements (similar to the project requirements) would ensure that impacts associated with undocumented fill and compressible soils would be less than significant for this alternative. Proper engineering design of all new structures and compliance with the CBC would also ensure that earthquake hazards are reduced to less than significant. In short, geologic hazards/unstable soils impacts would be the less than significant for both the Gold Gulch Parking Structure Alternative and the project.

Issue 3: Erosion

Grading activities associated with this alternative could result in erosion potential during and/or after grading. Conformance with the City's grading ordinance, CBC, and

implementation of the recommendations described in the Geotechnical Investigation would ensure that erosion impacts would be less than significant. Similar to the project, this alternative would require regulatory compliance and adherence to the recommendations described in the Geotechnical Investigation to reduce significant impacts associated with geologic conditions to less than significant levels for both the project and this alternative.

i. Greenhouse Gases

Issue 1: GHG Emissions

The Gold Gulch Parking Structure Alternative would generate incrementally less quantities of construction-related GHG emissions than the project, because, although it is comprised of similar components, it requires less total grading. Annual operational GHG emissions associated with the Gold Gulch Parking Structure Alternative's energy and water use, and waste disposal would be comparable to the project. Because the Gold Gulch Parking Structure Alternative's GHG emissions would not exceed 900 MTCO₂E per year (based on the project's emissions of 386 MTCO₂E), GHG emissions impacts under this alternative would be less than significant and would be incrementally less than the project.

Issue 2: Consistency with Plans, Policies, and Regulations

As described above, because the Gold Gulch Parking Structure Alternative would incorporate similar project design features, emit less than 900 MTCO₂E annual emissions, and not increase traffic, it would also not be cumulatively considerable or thereby conflict with statewide GHG emissions targets. GHG plan consistency impacts would be less than significant for both the Gold Gulch Parking Structure Alternative and the project.

j. Health and Safety/Hazardous Materials

Issue 1: Hazardous Materials

There have not been any hazardous materials identified on the project site. Similar to the project, development of the Gold Gulch Parking Structure Alternative would not create a significant hazard to the public or the environment through release of hazardous materials. Impacts associated with health and safety/hazardous materials under both the project and this alternative would be less than significant.

Issue 2: Emergency Response

The Gold Gulch Parking Structure Alternative has not yet been subject to Fire Department review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in

response times beyond acceptable standards, and does not constrain fire/emergency response in the area. This alternative's impacts to emergency response would thus be less than significant and would be similar to those of the project.

k. Hydrology

Issues 1 and 2: Runoff and Drainage Patterns

Implementation of the Gold Gulch Parking Structure Alternative would result in a slight increase in impervious surfaces; however, like the project, it would not result in significant flooding or other hydrologic impacts to upstream/downstream properties or environmental resources. The Gold Gulch Parking Structure Alternative would be expected to maintain comparable flow rates, given its similarity to the project in terms of development footprint and total grading quantity.

Hydromodification management design features, including LID and BMPs, are required to be incorporated into new development projects to manage, detain, and attenuate post-project runoff and to maintain or reduce pre-project downstream erosion conditions. These measures would also ensure that the overall drainage pattern of the project area would not be substantially altered. The Gold Gulch Parking Structure Alternative, like the project, would incorporate such design measures and conform to applicable federal, state, and City standards. Overall, hydrological impacts would be less than significant for both the project and this alternative.

l. Noise

Issue 1: Noise/Land Use Compatibility

This alternative would remove vehicles from El Prado, the Mall, and the Plaza de Panama, thereby reducing noise levels in these areas and in the surrounding museums and institutions. This alternative would remove vehicles from similar locations as the project; however, a new area not previously used for parking (Gold Gulch) would be created under this alternative. The new parking structure could constitute a new source of noise adjacent to the restored parkland behind the Organ Pavilion and Australian Garden. As discussed in Section 4.12, Noise, the proposed Organ Pavilion parking structure would generate a worst-case hourly noise level of 62.5 dB(A) $L_{eq(1)}$ at 50 feet. The center of the Gold Gulch parking structure would be approximately 500 feet from the Organ Pavilion, 200 feet from the Australian Garden and portions of the Japanese Garden, and 200 feet from the parkland to the east. Assuming that the Gold Gulch parking structure would generate the same noise levels, the noise level at 500 feet would be 42.5 dB(A) $L_{eq(1)}$ and the noise level at 200 feet would be 50.5 dB(A) $L_{eq(1)}$. Therefore, Noise impacts would be similar with this alternative and the project and noise/land use compatibility impacts would be less than significant for both the project and this alternative.

Issue 2: Traffic Generated Noise

The Gold Gulch Parking Structure Alternative, like the project, would not generate new traffic, and therefore, not increase noise levels due to traffic. This alternative would, however, reconfigure circulation, which would result in changes to the existing noise pattern. This alternative would reconfigure the existing circulation pattern so as to increase distances between vehicle traffic and sensitive receptors in some locations and would do so to the same extent as the project. In both the Gold Gulch Parking Structure Alternative and the project, vehicle travel would be precluded through the Plaza de California, along El Prado, the Plaza de Panama, and the Mall. The Gold Gulch Parking Structure Alternative is not expected to generate significant traffic noise, and impacts would be less than significant; as would those of the project.

Issue 3: ALUCP Compatibility

Like the project, this alternative would not result in result in land uses which are not compatible with aircraft noise. Noise levels due to aircraft operations at Lindbergh Field would not exceed acceptable levels within the project site. In the case of this alternative, same as the project, the only new noise-sensitive use proposed to occur within the airport's 65 CNEL contour would be the rooftop park. This is considered in the ALUCP as being a land use compatible with the 65 CNEL. Therefore, this alternative, same as the project, would have less than significant ALUCP/aircraft noise compatibility impacts.

Issue 4: On-Site Generated Noise

In the case of the Gold Gulch Parking Structure Alternative, the parking structure in Gold Gulch would comprise a new on-site noise generating source. The parking capacity of the structure would be similar to the Organ Pavilion parking structure included under the project; however, the structure would be placed above ground within the canyon. Similar to the project, periodic noise would result from use of the parking structure, including from vehicles queuing to enter and exit the structure. Parking structure activity noise would potentially impact the restored parkland located behind the Organ Pavilion. Like the project, the parking structure activity noise associated with this alternative, at the nearest receptors, would not result in a significant increase in noise. In addition, noise levels would not exceed noise ordinance limits. Noise Impacts due to parking structure activities would be less than significant, and similar to the project.

Issue 5: Temporary Construction Noise

Noise would be generated during construction activities from construction equipment and hauling trucks. Outdoor use areas would be subject to effects of construction noise. Outdoor uses in proximity to improvement areas for the Gold Gulch Parking Structure Alternative include the Alcazar Garden, the Old Globe Theatre, House of Hospitality, Organ Pavilion, and the Botanical Garden, the International Cottages and the Japanese

Friendship Garden. Exterior construction noise impacts at all of these areas would be less than significant for the Gold Gulch Parking Structure Alternative, similar to the project.

Interior noise levels in the museums and institutions could exceed the 45 dB interior noise standard. The Gold Gulch Parking Structure Alternative would have the same potential for interior noise effects as the project. The House of Charm, House of Hospitality, Old Globe Theatre, Museum of Man, and the Plaza de Panama area institutions would be potentially impacted. Impacts for both the Gold Gulch Parking Structure Alternative and the project would be significant and require mitigation. The mitigation measure, **N-1**, identified for the project precludes construction during special events and proscribes various noise-minimizing measures on construction equipment, construction staging, and parking areas. This same mitigation measure could be applied to this alternative. Construction noise impacts would, however, remain significant and unmitigable and be similar to the project.

m. Paleontological Resources

Issue 1: Paleontological Resources

Grading operations associated with the Gold Gulch Parking Structure Alternative would require approximately 78,758 cy of cut and fill, which would exceed the 1,000 cy threshold for the high-sensitivity areas. Therefore, like the project, impacts resulting from development of this alternative would be potentially significant and require mitigation measures similar to the project, in order to reduce impacts to less than significant levels. The mitigation measure **PAL-1** would also be required to be implemented for this alternative. Impacts for both this alternative and the project would be less than significant after mitigation.

n. Public Services and Facilities

Issue 1: Fire, Police, and Public Facilities/Roads Maintenance

Fire Protection and Emergency Medical Services

The Gold Gulch Parking Structure Alternative has not yet been subject to Fire-Rescue review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in response times beyond acceptable standards, does not constrain fire/emergency response in the area, and does not require an increase in department staffing, facilities, or equipment. Impacts relative to Fire Protection and Emergency Medical Services under both the project and the Gold Gulch Parking Structure Alternative would be less than significant.

Police Protection

New or expanded police facilities would not be needed for the project; and therefore, impacts to police protection would be less than significant for the project. The same conclusion can generally be assumed for the Gold Gulch Parking Structure Alternative because it would not include uses or a circulation pattern that would result in an increased demand for police services. The Gold Gulch Parking Structure Alternative, like the project, would require consultation with the Police Department and adherence to crime prevention design guidelines as part of the plan check submittal process. As such, the Gold Gulch Parking Structure Alternative impacts to police protection would be less than significant, similar to the project.

Public Facilities/Road Maintenance

As with the project, the Gold Gulch Parking Structure Alternative would recover the cost of maintaining the parking structure through revenues generated by paid parking within the new parking facility. This would also cover the cost of maintaining parking structure related facilities, including housekeeping, trash removal, utilities, operational systems, equipment, elevators, and landscaping. The cost of maintaining the remaining improvements would be accomplished through current City funding sources. Therefore, impacts associated with public facilities and road maintenance would be less than significant. This would also be the case for the project.

o. Public Utilities

Issue 1: Water

Implementation of the Gold Gulch Parking Structure Alternative would result in a similar increase in water demands as compared to the project, attributable to additional landscaping/water features included within El Prado, Plaza de Panama, the Mall, and the new parkland in place of the existing Organ Pavilion parking lot. This would not trigger substantial changes to the existing on-site water system. Similar to the project, this alternative would incorporate drought-resistant landscaping where feasible and water conservation features. Implementation of these design measures would avoid significant impacts resulting from the increased water demand. Therefore, impacts associated with water supply/water system under this alternative would be less than significant for both the Gold Gulch Parking Structure Alternative and the project.

Issue 2: Wastewater

Similar to the project, this alternative would not generate new demand for sewer capacity, and therefore, would not require substantial changes to the existing on-site wastewater infrastructure. Impacts would be less than significant for both the project and this alternative.

Issue 3: Solid Waste

The Gold Gulch Parking Structure Alternative, like the project, would not increase visitorship within the Park; therefore, during post-construction/occupancy the condition would be the same as the existing. Solid waste impacts associated with the post-construction/occupancy phase of the Gold Gulch Parking Structure Alternative would thus be less than significant, similar to the project.

Development activities required to implement this alternative would be similar to the project in terms the projected amount of waste that would be generated by its construction. Similar to the project, as a condition of approval, implementation of a final WMP would be verified in order to ensure that impacts would be less than significant.

Issue 4: Energy Infrastructure

The Gold Gulch Parking Structure Alternative, like the project, would require the relocation of existing SDG&E and AT&T utilities where they conflict with grading or construction activities. The construction of permanent new energy infrastructure (e.g., transformers, poles, substation) would not be required for implementation of the Gold Gulch Parking Structure Alternative (or the project). And like the project, this alternative would likely require the temporary aerial system required for electric facilities in order to construct the parking structure. Nonetheless, energy infrastructure impacts would be less than significant for both the Gold Gulch Parking Structure Alternative and the project.

p. Water Quality

Issue 1: Pollutant Discharge

Construction activities under the Gold Gulch Parking Structure Alternative could result in contaminated runoff throughout the project site. Compliance with federal, state, and local water quality standards is assured through adherence to the City's Storm Water Standards and conditions placed on building permits prior to project approval. Adherence to the City's Storm Water Standards is considered to preclude water quality impacts. The Gold Gulch Parking Structure Alternative would also be required to adhere to the City's Storm Water Standards, and would include treatment control BMPs (similar to the project). Through these actions, the potential impacts to water quality would be avoided or reduced to a less than significant level for both the Gold Gulch Parking Structure Alternative and the project.

9.3.4Ai.3 Conclusion Regarding the Gold Gulch Parking Structure Alternative

The Gold Gulch Parking Structure Alternative would not avoid any of the project's significant and unmitigable impacts, and would result in additional potentially significant

unmitigable impacts to visual resources (~~public views,~~ architectural character and landform alteration) due to the location of the parking structure within Gold Gulch, the necessitated landform alteration, and removal of a CMPP Significant Trees.

One of the proposed improvements for this alternative is the modification and realignment to the existing signalized intersection of Park Boulevard and Inspiration Point Way (Stitt Avenue). This alternative proposes to move the existing intersection of Inspiration Point Way and Park Boulevard approximately 100 feet to the south. Modification to the traffic signal would be needed to accommodate a new eastbound approach at this intersection ("Park Road"), which would serve as one of the entrances to the parking structure within Gold Gulch. ~~The development of this alternative would potentially impact existing structures and buildings; including the Veterans Memorial located east of Park Boulevard or the World Beat Cultural Center building west of Park Boulevard.~~ These physical constraints have the potential to result in other, off-site impacts, not already identified.

This alternative would have similar traffic impacts compared to the project in the near-term and in 2030, with one internal roadway/intersection that would operate poorly, constituting significant, mitigable impact. The Gold Gulch Parking Structure Alternative also would result in the same significant, unmitigable noise (temporary construction); and mitigable impacts to land use (MSCP), biological resources (raptors, MSCP), historical resources (archaeological resources), and paleontological resources impacts as the project.

While this alternative would attain several of the project objectives, specifically those associated with reclaiming pedestrian areas (Objectives 1, 2, and 4), it would not maintain parking proximate access to the Park's institutions (Objective 1), because it would place the parking structure further from Plaza de Panama than the project. The Gold Gulch Parking Structure Alternative also would result in fewer benefits than the project, as it would resolve fewer pedestrian/vehicular conflicts and additional parking would be located further from the Park's institutions.

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9.3.4Aii No Paid Parking Alternative

9.3.4Aii.1 Description of No Paid Parking Alternative

The No Paid Parking Alternative contains all of the same features as the project except that parking in the Organ Pavilion parking structure would be free of charge in perpetuity (Figure 9-8). This alternative was included to provide a comparison of impacts under a paid and no paid parking structure scenario.

9.3.4Aii.2 Environmental Analysis of the No Paid Parking Alternative

All environmental impacts would be similar to the project, with one exception. The lack of parking fees under this alternative would result in one transportation/circulation impact associated with the Organ Pavilion parking structure in both 2015 and 2030.

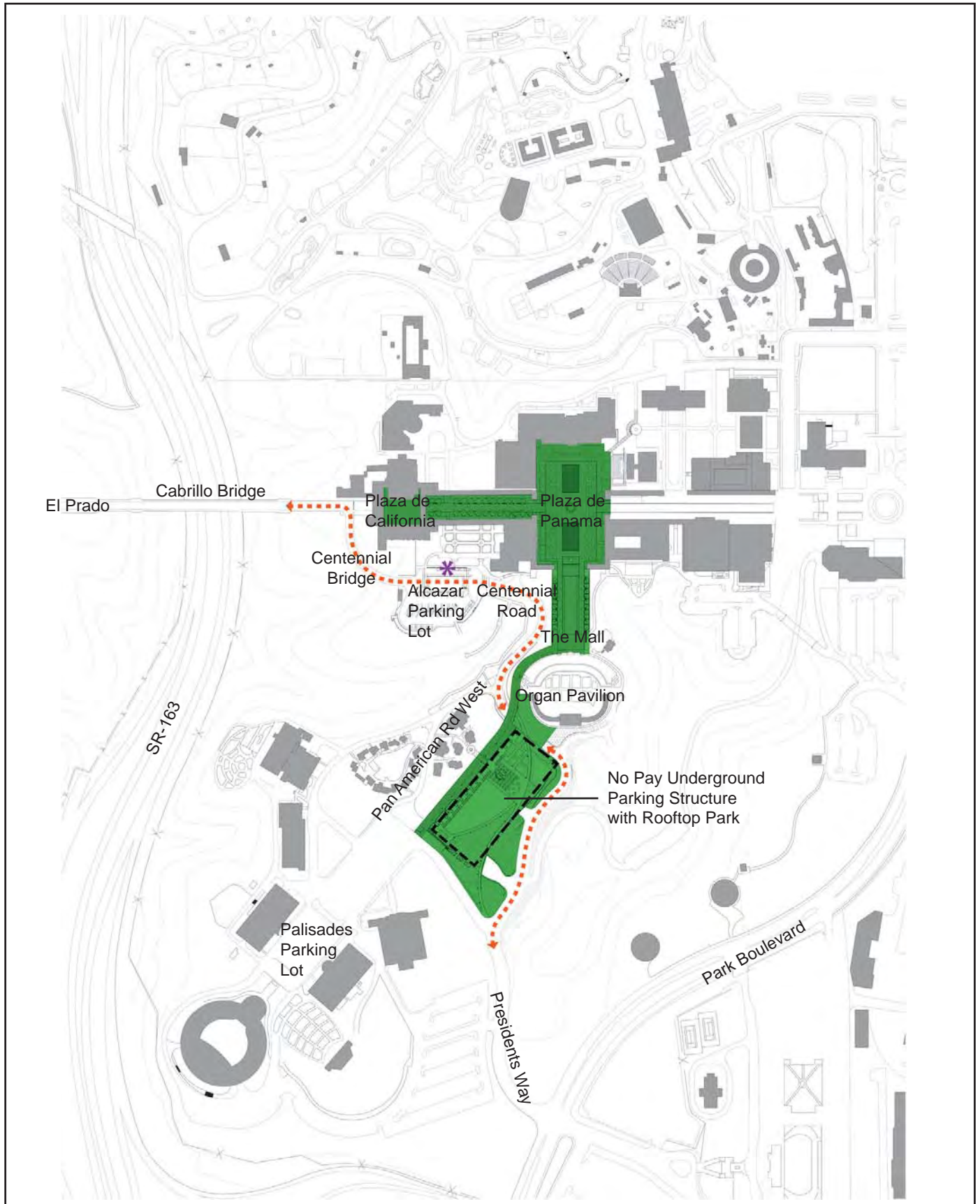
In the near-term (2015), the No Paid Parking Alternative would have six roadway segments or intersections that operate poorly; two of which would be significant mitigable impacts

In 2030, the No Paid Parking Alternative would have fourteen roadway segments or intersections that operate poorly; two of which would be significant mitigable impacts.

The mitigable impacts would occur at the intersections of Presidents Way/Federal Aerospace Lot and Presidents Way/Centennial Road, because the lack of a parking fee would result in a greater concentration of visitors seeking to park at the Organ Pavilion structure. These impacts would be less than significant with mitigation. Thus, impacts would be slightly greater than under the project, which has no transportation/circulation impacts in the near-term. This alternative is depicted in Figure 9-8.

9.3.4Aii.3 Conclusion Regarding the No Paid Parking Alternative

While this alternative would attain most of the project objectives, it would not meet the objective of implementing a self-sustaining funding plan for the structure's operation and maintenance. Under this alternative, public funds or private funding would be required to pay construction bonds and planned tram operations.



- Parkland Reclamation
- .-.- Two-way Vehicle Access
- Parking Structure
- * Drop-off Location

No Scale



FIGURE 9-8
No Paid Parking Alternative (Alt 4Aii)

9.3.4B Without Centennial Bridge Alternatives

9.3.4Bi Tunnel Alternative

The description of the Tunnel Alternative, included below, relies solely on details as submitted by a member(s) of the public.

9.3.4Bi.1 Description of the Tunnel Alternative

The Tunnel Alternative (Alt 4Bi) would pedestrianize the entire Plaza de Panama and the eastern portion of the Mall by undergrounding a section of the roadway in the southwest corner of the Plaza, as it rounds the corner adjacent to the Mingei International Museum (House of Charm). El Prado would continue to be a two-way roadway. Approximately 150 feet east of the Plaza de California, the roadway would go underground and circulate below the Plaza de Panama via a 275-foot-long tunnel that would outlet along the western half of the Mall. From the Mall, vehicles would then utilize the Centennial Road to access to a new underground pay parking structure south of the Organ Pavilion. The subterranean parking structure would contain ~~798~~797 stalls, which would yield a net increase of ~~260~~273 parking spaces within the project area under this alternative. Export soil generated from the parking structure excavation would be disposed of at the Arizona Street Landfill, similar to the project.

Special construction considerations would be necessitated by this alternative. The tunnel would require an approximately 20-foot-deep underground structure, with 1:1 excavation slopes. Based on the location of the tunnel relative to the arcades, existing pedestrian and historic areas, vertical shoring of the excavated tunnel walls would be necessary in order to prevent impacts to these areas. A drill rig would be required to auger the holes for soldier piles. Potential utility (gas, water, sewer, and electric) relocation would be necessitated as well. Some of the landscape and hardscape improvements identified for the project would also be implemented with the Tunnel Alternative, including new lawn panels, trees, furniture, and two shallow reflecting pools in the Plaza de Panama and new trees, and furnishings along the Mall. Also similar to the project, the parking structure behind the Organ Pavilion would be covered with a rooftop park, and the Pan American Promenade would be provided connecting the rooftop park to the back of the Organ Pavilion and the Mall. Pan American Road East and the Mall would be pedestrianized, and a portion of the Centennial Road would be constructed, from the end of the tunnel, north of the parking structure, and connecting to Presidents Way. Also similar to the project, the Alcazar parking lot would be regraded and reconfigured to accommodate ADA parking, valet services, and passenger drop-off. Access to the Alcazar parking lot would require the existing exit road to be widened to accommodate two-way traffic, with turning movements permitted both directions onto the Centennial Road. This alternative is depicted in Figures 9-9a and 9-9b.

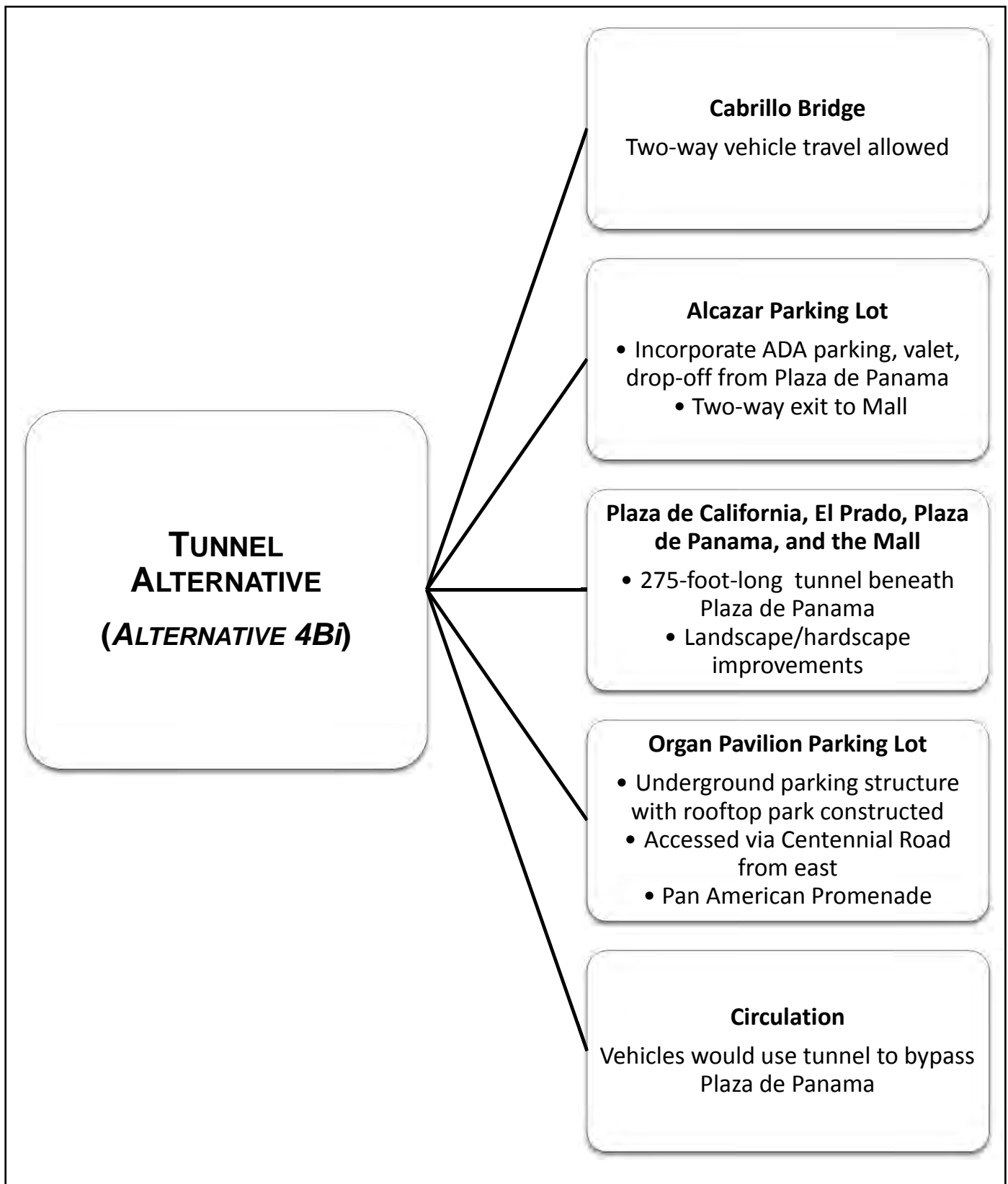
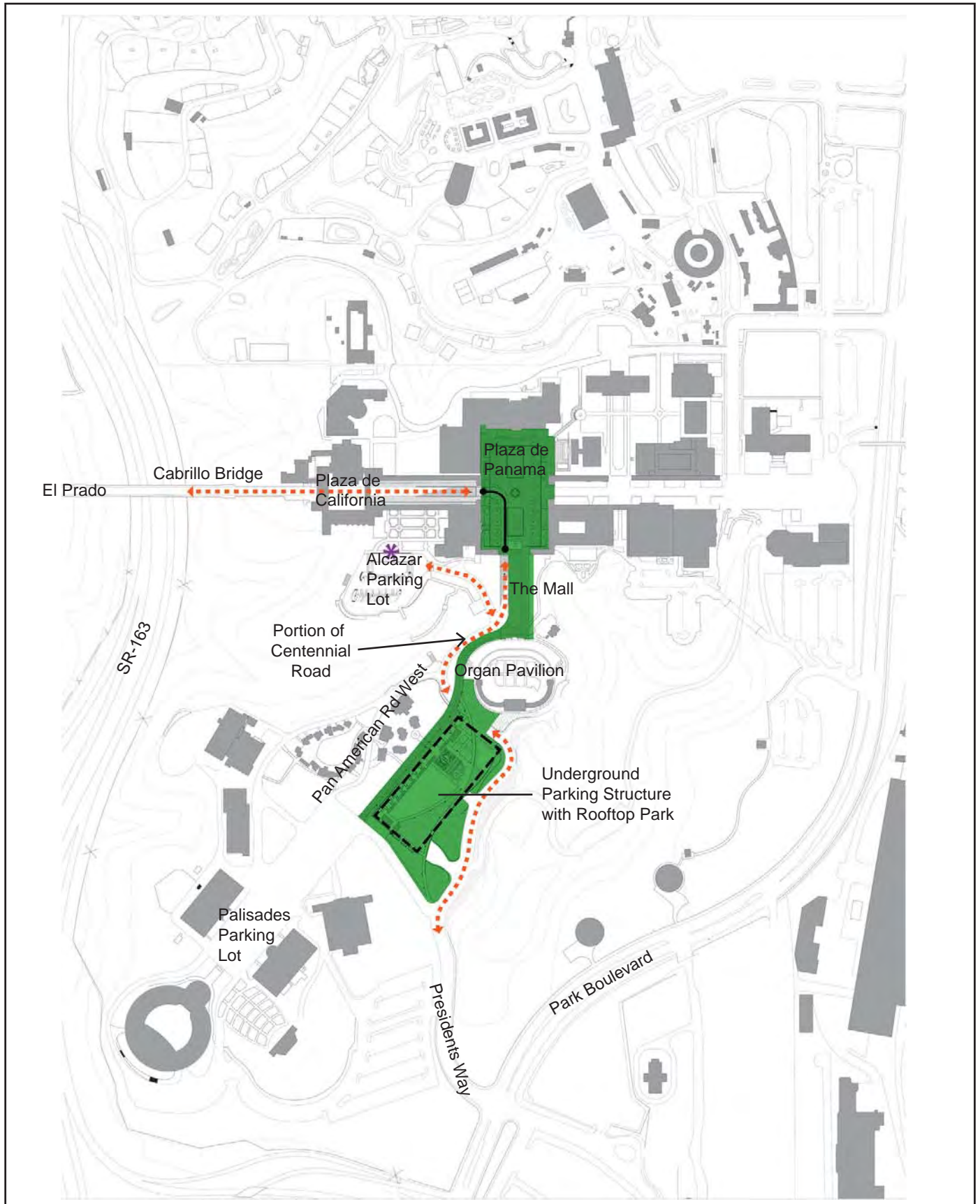


FIGURE 9-9a
Tunnel Alternative
Alternative 4Bi



- | | |
|---|---|
| Parkland Reclamation | Parking Structure |
| Two-way Vehicle Access | * Drop-off Location |
| 275 Foot Long Tunnel | |

No Scale



FIGURE 9-9b
Tunnel Alternative (Alt 4Bi)

9.3.4Bi.2 Environmental Analysis of Tunnel Alternative

a. Land Use

Issue 1: Development Standards

The Tunnel Alternative would be a compatible use and would be found to conform to the AEOZ regulations as part of the standard ALUC and FAA determinations. No deviation would be required. Like the project, improvements to the Alcazar parking lot and a portion of Centennial Road would encroach into the steep slopes of Palm Canyon, requiring a deviation from the City's ESL regulations. This deviation would not result in significant secondary land use impacts.

The tunnel component of the Tunnel Alternative would fail to comply with SOI Rehabilitation Standards 2, 5, and 9 as it would greatly change the special characteristics of the area and disrupt existing historic spatial relationships. Construction of the tunnel would, thus, require a deviation from the HRR, which would result in a significant, unmitigable secondary land use impact to the NHLD, similar to the project.

Construction of a portion of Centennial Road under the Tunnel Alternative also would require a deviation from the City's HRR, because the roadway would conflict with SOI Rehabilitation Standards 2 and 9. As described in detail in Section 4.2, this deviation would not, however, result in a significant impact to an historical resource because it would not impact any contributing features of the NHLD, and it would not demolish, destroy, relocate, or alter the NHLD such that it would be materially impaired. The Centennial Road component also requires a deviation from the City's Street Design Manual with respect to the commercial local street section. Secondary impacts associated with traffic hazards would be less than significant. Overall, secondary land use impacts associated with development standard nonconformance would be significant and unmitigable for this alternative, similar to the project.

Issue 2: Plan Consistency

General Plan Consistency

Because the Tunnel Alternative would not comply with SOI Rehabilitation Standards 2, 5, and 9, this alternative would be inconsistent with a number of policies found within the General Plan's Historic Preservation, Urban Design and Recreation Elements, pertaining to preservation of historic resources. This plan inconsistency would result in secondary land use impacts to the NHLD, which would be significant and unmitigable. All other Tunnel Alternative components would be consistent with the General Plan goals and policies. Impacts would be similar to the project.

BPMP and CMPP Consistency

The Tunnel Alternative would be consistent with some of the CMPP and BPMP goals, including those pertaining to: creating a more pedestrian-oriented environment; reducing pedestrian/vehicular conflicts; increasing free and open parkland, and restoring or improving existing building and landscaped areas.

However, the Tunnel Alternative would include components not identified in the adopted CMPP and BPMP, including two-way, full-time vehicle travel on El Prado and undergrounding of the roadway beneath the Plaza de Panama. Similar to the project, implementation of the Tunnel Alternative would therefore, require amending the BPMP and CMPP to incorporate these new features (tunnel and two-way circulation); to allow for a smaller parking structure in the location of the existing Organ Pavilion surface parking lot, and for changes to historic preservation policies.

The 275-foot-long tunnel and the 24-hour two-way circulation concept of the Tunnel Alternative would not be consistent with the BPMP, which calls for either allowing only eastbound traffic when the tram is in operation (9:30 a.m. to 5:00 p.m.), or closing the Cabrillo Bridge when off-site parking, transit, tram, and shuttle systems provide adequate access. The CMPP also permits two-way traffic only when the tram is not in service. Implementation of the Tunnel Alternative would, therefore, require amendments to the Circulation Element of the BPMP and CMPP, which would result in a significant mitigable traffic capacity impact to one intersection, which would not occur under the CMPP. Because the tunnel component would be inconsistent with SOI Rehabilitation Standards, amending these plans to incorporate a tunnel component also would result in significant and unmitigable secondary land use impacts to the NHL, similar to the project.

East Mesa Precise Plan

Both the project and the Tunnel Alternative would export soil excavated for construction of the Organ Pavilion parking structure to the Arizona Street Landfill on the East Mesa, an activity which would be consistent with the reclamation program for the Landfill. Therefore, similar to the project, the Tunnel Alternative would be consistent with the EMPP.

MSCP Subarea Plan

The Florida Canyon MHPA is adjacent to a portion of the Arizona Street Landfill. The placement of soil export and grading operations within the Arizona Street Landfill disposal site has the potential to result in significant indirect impacts to the MHPA associated with noise, lighting, drainage, and the introduction of invasive plants. Implementation of mitigation measure **LU-1** for MHPA Adjacency would reduce impacts to less than significant for both this alternative and the project.

Issue 3: Land Use Incompatibility

The Tunnel Alternative would be consistent with the adopted land use designation and intensity; be compatible with surrounding land use; reduce pedestrian/vehicular conflicts, and facilitate better access to Park amenities located within the Central Mesa. Similar to the project, this alternative would remove cars from the Plaza de Panama, the eastern half of the Mall, and Pan American Road East, thereby alleviating some land use compatibility issues associated with vehicular and pedestrian use and achieving an overarching goal of the BPMP. This alternative would yield less than significant land use incompatibility results, similar to the project.

Issue 4: San Diego International Airport ALUCP Compatibility

Because this alternative would amend the BPMP and is located within an AIA, it would be required to be submitted to the ALUC for a consistency determination and to the FAA for a determination of no hazard. Consistent with the project's determinations, the ALUC would likely determine that the Tunnel Alternative is consistent with the SDIA ALUCP, based on it being a land use that is compatible with the 60–65 CNEL noise contours, and that it is not located within the Airport Approach Overlay Zone or Runway Protection Zone. A determination of no hazard to air navigation would also likely be issued by the FAA for this alternative, as it has for the project. Like the project, the Tunnel Alternative would be consistent with the SDIA ALUCP, and impacts would be less than significant.

b. Historical Resources

Issue 1: Historic Resources (Built Environment)

The Alternatives Analysis prepared by VerPlanck Preservation Architects concluded that the tunnel component of this alternative would fail to comply with SOI Rehabilitation Standards 2, 5, and 9. The construction of the tunnel beneath the Plaza de Panama would result in the removal of a portion of the existing roadway of El Prado and in the process would greatly change the special characteristics of the area. Similarly, the existing western/southbound traffic lane of the Mall would be converted into a tunnel exit. Both El Prado and the Mall are contributing elements to the NHL. The tunnel would disrupt existing historic spatial relationships, thereby resulting in a significant impact to the NHL.

The construction of Centennial Road under this alternative would alter the existing circulation network in the NHL and also would not be consistent with SOI Rehabilitation Standards 2 and 9; however, the adverse effect would not be considered significant, since it would not demolish, destroy, relocate, or alter the NHL such that it would be materially impaired. Thus, the impact of the Centennial Road would be less than significant.

Similar to the project's Centennial Bridge impacts, the tunnel component would result in impacts to the NHLD for which there is no feasible mitigation. Impacts to historic resources would, therefore, be significant and unmitigable for this alternative, similar to the project.

Issue 2: Archaeological Resources

The archaeological resources analysis concluded that throughout the Park there is the possibility of subsurface prehistoric or historic deposits to be present that could be uncovered during construction activities. Therefore, a potentially significant impact could result from construction of the Tunnel Alternative. The same mitigation measure **HR-1** for the project would be applied to the Tunnel Alternative to reduce archaeological impacts to less than significant, similar to the project.

Issue 3: Religious/Sacred Uses

Because there are no known Native American religious or sacred uses within the Park or immediate vicinity, implementation of the project or this alternative would have no impacts to religious and sacred uses. As with the project, impacts would be less than significant.

Issue 4: Human Remains

Because there are no known burial sites or cemeteries within the Park or immediate vicinity, it is not expected that human remains would be disturbed as a result of the project or this alternative. As with the project, impacts would be less than significant.

c. Visual Effects and Neighborhood Character

Issue 1: Public Views

The construction of the tunnel beneath the Plaza de Panama would result in the removal of a little more than half of the existing roadway of El Prado, thereby greatly changing the visual characteristics of the area. Similarly, the existing western (southbound) traffic lane of the Mall would be converted into a tunnel exit. Both the entrance and exit to the tunnel would be located within major view corridors identified in the CMPP - along El Prado and from the Museum of Art to the Organ Pavilion through the Plaza de Panama. No screening of the tunnel openings would be feasible, thus, this alternative would result in significant, unmitigable impacts to public view corridors. Impacts would be greater under this alternative than the project.

Issue 2: Neighborhood Character/Architecture

The Tunnel Alternative does not include the Centennial Bridge component of the project and would, therefore, avoid this significant and unmitigable impact associated with the

introduction of a modern architectural element into a historical setting. The Tunnel Alternative would not include improvements visible from Scenic Highway SR-163, and it would not remove a greater number of CMPP Significant Trees than the project.

However, this alternative does include a tunnel component that could be seen as the introduction of a contemporary element into the historical setting. As discussed above, under Historical Resources, the tunnel construction would fail to comply with SOI Rehabilitation Standards and would disrupt existing visual characteristics of the Park. Impacts associated with this component of the Tunnel Alternative would be significant and unmitigable, similar to the project.

Issue 3: Landform Alteration

Grading and landform alteration would be similar under the Tunnel Alternative and the project. The majority of grading associated with both would be attributed to excavation for the underground Organ Pavilion parking structure, although additional grading and excavation would be required for the tunnel. Implementation of the Tunnel Alternative would result in an excess of 2,000 cy of grading, and construction of the parking structure, associated roadway, and improvements to the Alcazar parking lot would necessitate the construction of some manufactured slopes and retaining walls. The majority of the Central Mesa is comprised of artificial slopes associated with the Park's original development. Therefore, the impacts to natural landforms would be less than significant for both the Tunnel Alternative and the project.

Issue 4: Development Features

Like the project, the Tunnel Alternative would require the construction of retaining walls in conjunction with regrading of the Alcazar parking lot, Centennial Road, and the Organ Pavilion parking structure. Retaining walls would be located in lesser visible areas and would be screened through appropriate landscape treatments. Visual impacts associated with use of retaining walls would be less than significant for both this alternative and the project.

d. Transportation/Circulation and Parking

The TIA prepared for the project includes analysis of the Tunnel Alternative for the existing plus Tunnel Alternative, years 2015 (near-term) and 2030 (cumulative). Roadway segments were evaluated and mitigation identified for weekday impacts only, as roadway segments are typically based on weekday conditions. However, the intersections were evaluated for weekday and weekend, but mitigated for weekend (worst-case) impacts only. This is due to the fact that Park use normally peaks during the weekends and peak hour intersections are typically a more accurate indicator of actual traffic operations as compared to daily roadway segments. This is consistent with previous traffic analyses within the Balboa Park area. Also, the internal intersections

were evaluated during the AM peak periods only, as volumes for these periods are generally higher than the PM peak periods, thus representing a worst-case analysis.

Issue 1: Traffic Capacity

The TIA determined that, like the project, this alternative would not result in an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system.

In 2015, the Tunnel Alternative would have a total of five intersections and roadway segments that would operate poorly. Of the five, one would have a significant impact; however, the impact is mitigable.

In 2030, the Tunnel Alternative would have a total of fourteen intersections and roadway segments that operate poorly. Of the fourteen, two would have significant impacts; however, they are mitigable. Impacts, though less than significant with mitigation, would be greater than for the project, which, by comparison, would have only one significant mitigable impact, associated with traffic capacity or operations within the study area roadways and intersections.

Issue 2: Circulation and Access

The Tunnel Alternative would maintain two-way vehicular access to the Central Mesa from both the west and east, similar to existing conditions and to the project. This alternative would remove vehicular traffic from the Plaza de Panama, the eastern half of Mall, the Organ Pavilion parking lot and Pan American Road East, resulting in a reduction in vehicular/pedestrian conflicts. As with the project, the Tunnel Alternative would also allow for adequate emergency access to the Plaza de Panama and throughout the Park, in accordance with mandatory standards and requirements. Therefore, circulation and access impacts associated with both the Tunnel Alternative and the project would be similar and less than significant.

Issue 3: Parking

The Tunnel Alternative includes the project component of the Organ Pavilion parking structure and would provide the same parking quantities as the project. Parking impacts would be similar and less than significant for both the Tunnel Alternative and the project.

Issue 4: Traffic Hazards

There are presently several pedestrian/vehicular conflict locations within the Park due to congestion and at-grade pedestrian crossings. Compared to the project, this alternative would remove cars from the Plaza de Panama and the Mall, but not El Prado or the Plaza de California. Thus, like for the project, traffic hazards associated with this alternative would be less than significant. However, the Tunnel Alternative would

provide slightly fewer benefits, because it would remove 13 of the 20 existing pedestrian/vehicular conflict areas as compared to 14 for the project.

e. Air Quality

Issue 1: Plan Consistency

The Tunnel Alternative, like the project, would not include a change in land use from the City's General Plan and is, therefore, considered to be consistent with the growth assumptions in the SIP's RAQS for San Diego. Impacts would be less than significant for both this alternative and the project.

Issue 2: Violation of Air Quality Standards

Like the project, the Tunnel Alternative would not contribute to an exceedance of air quality standards, because it would not introduce any new stationary sources of emissions. Impacts associated with violations of air quality standards would, therefore, be less than significant for both the Tunnel Alternative and the project.

Issue 3: Increase in Particulates or Ozone

The Tunnel Alternative does not include the project's Centennial Bridge and El Prado improvements; however, it would include an additional 11,500 cy of grading in association with excavation of the tunnel. Therefore, its construction-related emissions (particulates) from demolition and grading, construction vehicles, and chemicals used during construction would be greater than those of the project. Because the project's construction-related emissions were just below established thresholds, the additional construction emissions associated with the Tunnel Alternative are likely to result in a significant air quality impact. There is no expectation of a net increase in ADT under this alternative or the project; therefore, the Tunnel Alternative's operational emissions would generally be the same as the project. Short-term construction emissions would be potentially significant for this alternative and greater than for the project.

Issue 4: Sensitive Receptors

Impacts to sensitive receptors would be less than significant for both the Tunnel Alternative and the project. This conclusion is based on the approximate similarities between the project and alternative in terms of air emission sources (traffic), and the results of the hot spots analysis conducted for the project (and summarized in Section Chapter 4.5).

f. Biological Resources

Issue 1: Sensitive Species

The Tunnel Alternative, similar to the project, has the potential to result in direct and indirect impacts to nesting raptors and species covered under the MBTA during construction activities. These impacts would be significant and require mitigation. The Tunnel Alternative does not include the Centennial Bridge component; therefore, its implementation would likely affect fewer trees/nesting birds than the project, because the trees within Cabrillo Canyon (over which the Centennial Bridge would span) would not be disturbed. Nonetheless, the mitigation measure **BR-1** identified in Section 4.6 for the project would also be required to be implemented for the Tunnel Alternative and would reduce sensitive species impacts to below a level of significance.

Issue 2: Sensitive Habitat

No sensitive vegetation communities or habitats occur within the project area, and no impacts to sensitive vegetation communities or habitats would occur with the Tunnel Alternative or the project. Overall, impacts would be less than significant for both this alternative and the project.

Issue 3: Wildlife Corridors

Because the project area is located at the top of an urban canyon system and is not part of a major wildlife movement corridor, there would be no impacts to wildlife movement due to implementation of the Tunnel Alternative or the project.

Issue 4: Invasive Species

As with the project, City regulations require the Tunnel Alternative to include a conceptual landscape plan, incorporated into the project design, which ensures that indirect effects due to invasive species would not occur. As such, impacts would be less than significant for both the Tunnel Alternative, and the project.

Issue 5: MSCP

The project area is not adjacent to the City of San Diego's MHPA. However, the project would dispose of soil export from grading operations off-site at the Arizona Street Landfill on the East Mesa, which is adjacent to MHPA land in Florida Canyon. The Tunnel Alternative would also construct subterranean elements, and generate soil export. Both the project and this alternative would comply with the MHPA Land Use Adjacency Guidelines mitigation measure (**LU-1**). Therefore, neither the project nor the Tunnel Alternative would conflict with the provisions of the MSCP, and impacts would be less than significant for both with mitigation.

g. Energy Conservation

Issue 1: Energy Use

Development under the Tunnel Alternative would require approximately the same short-term construction energy consumption as compared to the project, because although it would not construct the Centennial Bridge, it would construct a larger parking structure and require excavation in conjunction with the tunnel.

Through participation in the Balboa Park Cultural Partnership's park-wide sustainability program and Economic and Environmental Sustainability Strategic Plan for Balboa Park and through compliance with the California Green Building standards, the Tunnel Alternative (and the project) would consume less-than-average rates of energy. Long-term operational energy use associated with the consumption of electricity and natural gas, water, solid waste and vehicle use on a long-term basis would be less than significant for both the project and this alternative.

h. Geologic Conditions

Issues 1 and 2: Geologic Hazards/Unstable Geologic Unit or Soils

Like the project, a Geotechnical Investigation would also be required of the Tunnel Alternative. Adherence to its requirements (similar to the project requirements) would ensure that impacts associated with undocumented fill and compressible soils would be less than significant for the Tunnel Alternative. Proper engineering design of all new structures and compliance with the CBC would also ensure that earthquake hazards are reduced to less than significant. In short, geologic hazards/unstable soils impacts would be the less than significant for both the Tunnel Alternative and the project.

Issue 3: Erosion

Conformance to City grading requirements would ensure that grading and construction operations would avoid significant soil erosion impacts. Incorporation of recommendations described in the geotechnical report would additionally serve to lessen potential soil erosion impacts. Potential impacts due to erosion would therefore be less than significant for the Tunnel Alternative, and would be the same as the project.

i. Greenhouse Gases

Issue 1: GHG Emissions

The Tunnel Alternative can be expected to generate similar, or slightly greater, quantities of construction-related GHG emissions as compared to the project, because while it would not construct the Centennial Bridge, it would excavate a 275-foot tunnel under the Plaza de Panama. Annual operational GHG emissions associated with the Tunnel

Alternative's energy and water use, and waste disposal would be comparable to the project. Because the Tunnel Alternative's GHG emissions would not exceed 900 MTCO₂E per year (based on the project's emissions of 386 MTCO₂E), GHG emissions impacts under the Tunnel Alternative would be less than significant and similar to the project.

Issue 2: Consistency with Plans, Policies, and Regulations

As described above, because the Tunnel Alternative would incorporate similar project design features, emit less than 900 MTCO₂E annual emissions, and not increase traffic, it would also not be cumulatively considerable or thereby conflict with statewide GHG emissions targets. GHG plan consistency impacts would be less than significant for both the Tunnel Alternative and the project.

j. Health and Safety/Hazardous Materials

Issue 1: Hazardous Materials

No hazardous materials or contamination sources have been historically used, generated, or stored at or near the project site. Similar to the project, development of the Tunnel Alternative would not create a significant hazard to the public or the environment through release of hazardous materials. Impacts associated with hazardous materials would be less than significant for both the project and this alternative.

Issue 2: Emergency Response

The Tunnel Alternative has not yet been subject to Fire Department review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in response times beyond acceptable standards, and does not constrain fire/emergency response in the area. The Tunnel Alternative impacts to emergency response would thus be less than significant, as would those of the project.

k. Hydrology

Issues 1 and 2: Runoff and Drainage Patterns

Implementation of the Tunnel Alternative would not result in an increase to impervious surfaces, and therefore, it would not result in significant flooding or other hydrologic impacts to upstream/downstream properties or environmental resources. The Tunnel Alternative would be expected to maintain comparable flow rates, given its similarity to the project in terms of development footprint and total grading quantity. However, because the Tunnel Alternative does not include the project's Centennial Bridge

component, its development footprint and associated impervious surface area would be slightly less than for the project.

Hydromodification management design features, including LID and BMPs, are required to be incorporated into new development projects to manage, detain, and attenuate post-project runoff and to maintain or reduce pre-project downstream erosion conditions. These measures would also ensure that the overall drainage pattern of the Park area would not be substantially altered. The Tunnel Alternative, same as the project, would incorporate such design measures and conform with applicable federal, state, and City standards, effectively avoiding or reducing short- and long-term hydrology effects to a less than significant level.

I. Noise

Issue 1: Noise/Land Use Compatibility

The Tunnel Alternative would remove vehicles from fewer locations than the project, and while noise/land use compatibility impacts would be less than significant (based on the findings of the project analysis), the positive effects of pedestrianization on reducing noise levels would be less with the Tunnel Alternative compared to the project. The Tunnel Alternative would remove vehicles from most of the Plaza de Panama, Mall, and Pan American Road East, thereby reducing noise levels in these areas and in the surrounding museums and institutions. Noise/land use compatibility associated with the Tunnel Alternative would be less than significant, but greater than the project.

Issue 2: Traffic-Generated Noise

While the Tunnel Alternative would reconfigure the existing circulation pattern so as to increase distances between vehicle traffic and sensitive receptors in some locations, it would not do so to the same extent as the project. In the Tunnel Alternative, vehicles would still travel through the Plaza de California, along most of El Prado, and would approach and depart the Plaza de Panama at the beginning and end of the tunnel component. The project would remove vehicular traffic from these areas. In the Tunnel Alternative, vehicles would also travel closer to the Mall than would vehicles on the Centennial Road under the project. Overall, the Tunnel Alternative is not expected to generate significant traffic noise, and impacts would be less than significant, however, greater than the project.

Issue 3: ALUCP Compatibility

The ALUCP for the SDIA (i.e., Lindbergh Field) shows that the southerly portion of the Tunnel Alternative and project site lies within the 60–65 CNEL contour of the airport. This is shown in Figure 4.12-2. The ALUCP for Lindbergh Field indicates that noise-sensitive uses are compatible when noise levels are less than 65 CNEL. In the case of

the Tunnel Alternative, same as the project, the only new noise-sensitive use that would occur within the airport's 65 CNEL contour would be the rooftop park. This is considered in the ALUCP as being a land use compatible with the 65 CNEL. The Tunnel Alternative, same as the project, would have less than significant ALUCP/aircraft noise compatibility impacts.

Issue 4: On-Site Generated Noise

In the case of the Tunnel Alternative, same as the project, the Organ Pavilion parking structure comprises a new on-site noise generating source. While periodic noise would result from use of the parking structure, noise at the nearest receptors (Organ Pavilion, Hall of Nations/U.N. Building, and Hall of Champions) would not result in a significant increase in noise and would not exceed noise ordinance limits. Therefore, for the Tunnel Alternative, and the project, noise impacts due to parking structure activities would be less than significant.

Issue 5: Temporary Construction Noise

Noise would be generated during construction activities from construction equipment and hauling trucks. Outdoor use areas would be subject to effects of construction noise. Outdoor use areas in proximity to improvement areas for the Tunnel Alternative would be subject to the effects of construction noise and include Alcazar Garden, House of Hospitality, Organ Pavilion, Japanese Friendship Garden, the Botanical Garden and the International Cottages. Exterior construction noise impacts at all of these areas would be less than significant for the Tunnel Alternative, similar to the project.

Interior noise levels in the museums and institutions could exceed the 45 dB interior noise standard. The Tunnel Alternative would have the greater potential for interior noise impacts than the project. Construction of the tunnel under this alternative would require use of a drill rig to auger the holes for soldier piles. Use of this equipment within El Prado and Plaza de Panama likely would cause ground-borne vibration and additional noise impacts to the nearby structures. The House of Charm, House of Hospitality, and the Plaza de Panama area institutions would be potentially impacted. Impacts for both the Tunnel Alternative and the project would be significant and require mitigation. The mitigation measure, **N-1**, identified for the project precludes construction during special events and proscribes various noise-minimizing measures on construction equipment, construction staging, and parking areas. This same mitigation measure could be applied to the Tunnel Alternative. Construction noise impacts would, however, remain potentially significant. Due to the excavation required for the tunnel, construction noise impacts would likely be of a greater duration and intensity than with the project.

m. Paleontological Resources

Issue 1: Paleontological Resources

Grading operations associated with the Tunnel Alternative would require slightly greater amounts of cut than the project, which would exceed the threshold for both high and moderate sensitivity areas. Therefore, like the project, impacts resulting from development of this alternative would be potentially significant and require mitigation similar to the project to reduce impacts to less than significant levels. The mitigation measure **PAL-1** would also be required to be implemented for the Tunnel Alternative. This mitigation would reduce paleontological impacts to below a level of significance (for both the project and the Tunnel Alternative).

n. Public Services and Facilities

Issue 1: Fire, Police, and Public Facilities/Roads Maintenance

Fire Protection and Emergency Medical Services

The Tunnel Alternative has not yet been subject to Fire-Rescue review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in response times beyond acceptable standards. The tunnel would allow emergency vehicles to travel through it; however, there is not enough room to bypass the tunnel without significant impact to the arcades and/or western edge of the Plaza de California. Therefore, emergency vehicles would not be able to access the Plaza de Panama from the west. Under this alternative fire/emergency response would only be able to access the Plaza de Panama from the East Prado or south from the Mall. The Tunnel Alternative would not require an increase in department staffing, facilities, or equipment. The Tunnel Alternative's impacts to fire protection and EMS would thus be less than significant, and the same as the project.

Police Protection

New or expanded police facilities would not be needed for the project, and therefore impacts to police protection would be less than significant for the project. The same conclusion can generally be made for the Tunnel Alternative because it, like the project, would not include uses or a circulation pattern that would result in an increased demand for police services. The only exception might be the tunnel component, which could pose potential new crime opportunities, particularly at night. Regardless, the Tunnel Alternative, like the project, would be required to consult with the Police Department and to follow crime prevention design guidelines as part of the plan check submittal process. As such, the Tunnel Alternative impacts to police protection would be less than significant, similar to the project.

Public Facilities/Road Maintenance

As with the project, the Tunnel Alternative would recover the cost of maintaining the parking structure through revenues generated by paid parking within the new parking facility. This would also cover the cost of maintaining parking structure related facilities, including housekeeping, trash removal, utilities, operational systems, equipment, elevators, and landscaping. The cost of maintaining the remaining improvements would be accomplished through current City funding sources. Therefore, impacts associated with public facilities and road maintenance would be less than significant. This is the same as the project.

o. Public Utilities

Issue 1: Water

The Tunnel Alternative is anticipated to have approximately the same water demand as the project, due to its reclaiming/irrigating approximately the same parkland acreage. While the Tunnel Alternative would reclaim the majority of the Plaza de Panama and half of the Mall, as parkland (same as the project), it would not reclaim the El Prado or Plaza de California (as would the project). However, it would create a larger area of parkland at the Organ Pavilion parking lot. Regardless, the increase in water demand by the project or Tunnel Alternative would not trigger substantial changes to the existing on-site water system.

The project incorporates drought-resistant landscaping where feasible and water conservation features such as low-flush toilets, low-flow faucets, and timers on irrigation sprinklers to reduce water demands. The Tunnel Alternative would also be bound by City landscaping requirements and the building code, specifically the California Green Building Standards, to minimize water consumption in both its indoor facilities and outdoor water use. Therefore, impacts associated with water supply/water system would be less than significant for both the Tunnel Alternative and the project.

Issue 2: Wastewater

The project was not projected to generate new demand for sewer capacity, and therefore, would not require substantial changes to the existing on-site wastewater infrastructure. In general, these same or similar sewer infrastructure modifications would be required of the Tunnel Alternative. These modifications are not considered substantial and impacts would be less than significant for both the project and the Tunnel Alternative.

Issue 3: Solid Waste

The Tunnel Alternative, like the project, is not anticipated to increase visitorship within the Park; therefore, during post-construction/occupancy the condition would be the same

as the existing condition. Solid waste impacts associated with the post-construction/occupancy phase of the Tunnel Alternative would thus be less than significant, similar to the project.

The Tunnel Alternative would not include construction of the Centennial Bridge. It would also not include the same quantities of demolition/construction associated with the project's Plaza de California and El Prado components. Therefore, the Tunnel Alternative's projected volume of construction waste would be less than the project. While the Tunnel Alternative includes the construction of a 275-foot-long tunnel component that the project does not, the material excavated from the tunnel would be diverted/exported off-site and likely used as fill soil. In accordance with City policy, a WMP identifying the project alternative's waste generation and management practices would be required to be prepared and submitted as part of the standard project submittal and plan check process. Similar to the project, as a condition of approval, implementation of a final WMP would be verified in order to ensure that impacts would be less than significant.

Issue 4: Energy Infrastructure

The Tunnel Alternative, like the project, would require the relocation of existing SDG&E and AT&T utilities where they conflict with grading or construction activities. These actions do not comprise substantial alteration of existing utilities which would create physical impacts. Also, the construction of permanent new energy infrastructure (e.g., transformers, poles, substation) would not be required for implementation of the Tunnel Alternative (or the project). Thus, energy infrastructure impacts would be less than significant for the Tunnel Alternative and would be the same as the project.

p. Water Quality

Issue 1: Pollutant Discharge

Compliance with federal, state, and local water quality standards is assured through adherence to the City's Storm Water Standards and conditions placed on building permits prior to project approval. Adherence to the City's Storm Water Standards is considered to preclude water quality impacts. The Tunnel Alternative would also be required to adhere to the City's Storm Water Standards, and would include treatment control BMPs (similar to the project). Through these actions, the potential impacts to water quality would be avoided or reduced to a less than significant level for both the Tunnel Alternative and the project.

9.3.4Bi.3 Conclusion Regarding the Tunnel Alternative

Implementation of the Tunnel Alternative would not avoid any of the significant and unmitigable impacts associated with the project, and like the project, would result in

significant, unmitigable impacts to land use (plan consistency); historical resources (built environment); visual quality (architectural character) and noise (temporary construction); and mitigable impacts to land use (MSCP), biological resources (biological (raptor, MSCP), historical resources (archaeological resources), and paleontological resources impacts. However, the Tunnel Alternative would have greater traffic impacts compared to the project in the near-term and in 2030 with three intersections that would operate poorly, constituting significant, mitigable impacts. Unmitigated construction noise also would be greater under this alternative, due to construction requirements for tunnel excavation.

Additionally, implementation of the Tunnel Alternative would result in different significant and unmitigable impacts associated with visual quality (public views) and potentially significant air quality (particulates) impacts. The Tunnel Alternative would have overall greater environmental impacts than the project.

This alternative would attain some of the project objectives through reconfiguration of the Alcazar parking lot and construction of the Organ Pavilion parking structure and rooftop park (Objectives 3 and 4). However, it would not remove vehicles from El Prado or Plaza de California (portion of Objective 1), or restore pedestrian and park uses to El Prado and Plaza de California (portion of Objective 2), which are necessary components of the project. This alternative would result in fewer benefits than the project through resolving fewer pedestrian/vehicular conflicts and providing less restored free and open parkland.

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9.3.4Bii Stop Light (One-Way) Alternative

The description of the Stop Light (One-Way) Alternative, included below, relies solely on details as submitted by a member(s) of the public.

9.3.4Bii.1 Description of the Stop Light (One-Way) Alternative

The Stop Light (One-Way) Alternative (Alt 4Bii) would pedestrianize three-fourths of the Plaza de Panama and the eastern half of the Mall in a plan similar to the CMPP, with one-way eastbound vehicular traffic routed through the southwest corner of the Plaza. Vehicles would continue on a one-way basis through the Plaza de Panama, following the road's present alignment, toward the Organ Pavilion and past the Organ Pavilion parking lot. This alternative would install a surface-mounted traffic signal (for pedestrian safety) just west of the archway on the west side of the Plaza de California outside the Museum of Man (California Building). The Organ Pavilion parking structure would not be constructed under the Stop Light (One-Way) Alternative and, the Organ Pavilion parking lot would remain in its current condition. The ADA parking spaces removed from the Plaza de Panama would be recovered through regrading and reconfiguring of the Alcazar parking lot. Passenger drop-off would occur along El Prado and within the southwest corner of Plaza de Panama, along with valet service. Additional parking would be provided in a surface lot in the current lawn area at the southwest corner of Presidents Way and Park Boulevard, as an extension of the Federal Building parking lot (behind the Hall of Champions). All vehicle traffic would be required to exit the project area via Presidents Way at Park Boulevard.

This alternative is depicted in Figures 9-10a and 9-10b. As shown, neither the project's Centennial Bridge nor the Organ Pavilion parking structure components would be included in this alternative. Except for the roadway, Plaza de Panama would be entirely repaved using pavers more in keeping with pedestrian use. Resembling the project, trees would be added in their historic locations and historic lawn panels would be restored. The two shallow reflecting pools included as part of the project would not be built within the Plaza de Panama with the Stop Light (One-Way) Alternative.

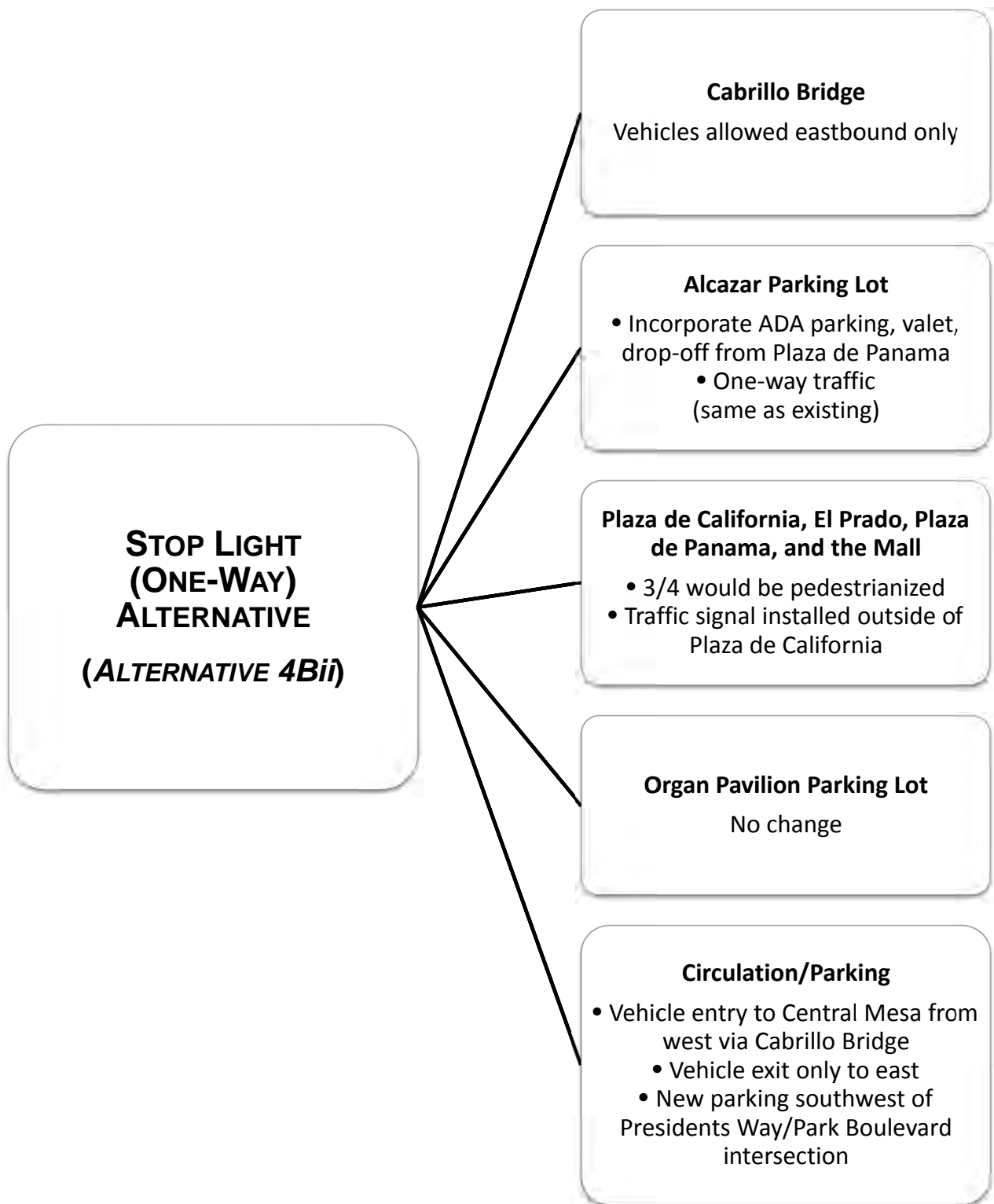
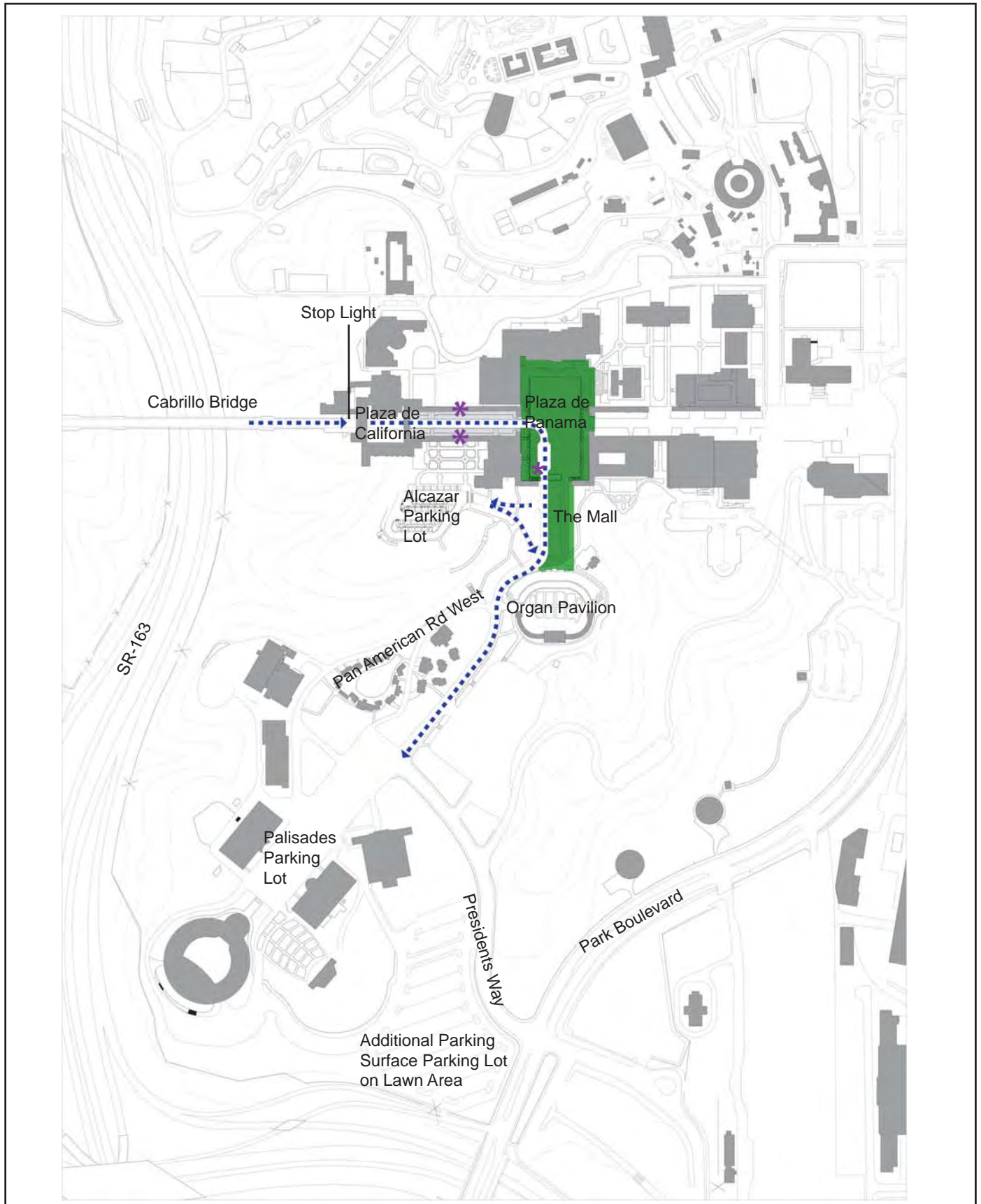





FIGURE 9-10a
Stop Light (One-Way) Alternative
Alternative 4Bii



-  Parkland Reclamation
-  One-way Vehicle Access
-  Drop-off Location

No Scale



FIGURE 9-10b
Stop Light (One-Way) Alternative (Alt 4Bii)

9.3.4Bii.2 Environmental Analysis of the Stop Light (One-Way) Alternative

a. Land Use

Issue 1: Development Standards

Similar to the project, a deviation from ESL regulations would be required for encroachment into ESL steep slopes in conjunction with the regrading of the Alcazar parking lot. This deviation would not result a significant secondary land use impact. The Stop Light (One-Way) Alternative would not require a deviation from the AEOZ or HRR. This alternative would not result in secondary land use impacts associated with regulatory nonconformance. Therefore, the Stop Light (One-Way) Alternative would avoid the significant unmitigated impact associated with the project.

Issue 2: Plan Consistency

General Plan Consistency

All components of the Stop Light (One-Way) Alternative would be generally consistent with the goals and policies found in the General Plan's Historic Preservation, Urban Design, and other applicable elements. The Stop Light (One-Way) Alternative would avoid significant secondary land use impacts associated with the project. No secondary land use impacts associated with General Plan inconsistencies would occur. Impacts would be less than the project.

BPMP and CMPP Consistency

The Stop Light (One-Way) Alternative would be generally consistent with the BPMP and CMPP; however, plan amendments to both the BPMP and CMPP would be required to remove the Organ Pavilion parking structure and to allow for changes in the circulation plan, including full-time one-way traffic and the installation of a stop light at the archway of the California Building. The secondary land use impacts associated with the required amendment to the circulation plan would result in a significant mitigable traffic capacity impact to one intersection, which would not occur under the CMPP. Secondary land use impacts under the Stop Light (One-Way) Alternative would therefore, be less than those associated with the project.

East Mesa Precise Plan

No export to the Arizona Street Landfill would occur under this alternative, and no impacts would result.

MSCP Subarea Plan

No export to the Arizona Street Landfill would occur under this alternative, and no impacts would result.

Issue 3: Land Use Incompatibility

The Stop Light (One-way) Alternative would be consistent with the adopted land use designation and intensity; be compatible with existing and surrounding land uses and would resolve at least some existing pedestrian/vehicular conflicts. This alternative would, however, do little to alleviate land use compatibility issues associated with vehicular and pedestrian use - an overarching goal of the BPMP. No new incompatibilities would be introduced under this alternative, and therefore, impacts would be less than significant, similar to the project.

Issue 4: San Diego International Airport ALUCP Compatibility

This alternative, like the project, would be located within the AIA of SDIA. Because this alternative would require an amendment to the BPMP and the CMPP, it would, thus, need to be submitted to the ALUC for a consistency determination and to the FAA for a determination of no hazard. Consistent with the project's determinations, the ALUC would likely determine that the Stop Light (One-Way) Alternative is consistent with the SDIA ALUCP, based on it being a land use that is compatible with the 60–65 CNEL noise contours and that it is not located within the Airport Approach Overlay Zone or Runway Protection Zone. A determination of no hazard to air navigation would also likely be issued by the FAA for this alternative, as it has for the project. Like the project, the Stop Light (One-Way) Alternative would be consistent with the SDIA ALUCP, and impacts associated with this alternative would be less than significant and similar to the project.

b. Historical Resources

Issue 1: Historic Resources (Built Environment)

The Alternatives Analysis prepared by VerPlanck Preservation Architects concludes that the Stop Light (One-Way) Alternative would comply with SOI Rehabilitation Standards. By not including the Centennial Bridge component, the Stop Light (One-Way) Alternative would avoid the project's significant impacts to the NHL and result in less than significant impacts to historical resources.

Issue 2: Archaeological Resources

As with the project, a potentially significant impact could result from the development of the Stop Light (One-Way) Alternative because of the possibility of subsurface prehistoric or historic deposits that could be uncovered during construction activities. Because of

this, the same mitigation measure **HR-1** for the project could be applied to the Stop Light (One-Way) Alternative to reduce archaeological impacts to less than significant. Due to lesser quantities of required excavation, impacts would be less under this alternative than the project.

Issue 3: Religious/Sacred Uses

Because there are no known Native American religious or sacred uses within the Park or immediate vicinity, implementation of the project or this alternative would have no impacts to religious and sacred uses. As with the project, impacts would be less than significant.

Issue 4: Human Remains

Because there are no known burial sites or cemeteries within the Park or immediate vicinity, implementation of the project or this alternative would have no impacts to human remains. As with the project, impacts would be less than significant.

c. Visual Effects and Neighborhood Character

Issue 1: Public Views

The Stop Light (One-Way) Alternative includes a façade-mounted traffic signal at the California Building Archway. This improvement would be located within a major view corridor, as defined by the CMPP. However, this minor improvement would not constitute a substantial adverse change to a public view, as identified in the BPMP or CMPP, and, therefore, impacts to public views would be less than significant and less than the project.

Issue 2: Neighborhood Character/Architecture

The Stop Light (One-Way) Alternative would not include the Centennial Bridge component of the project, thereby avoiding the significant unmitigated impact that would occur under the project from the introduction of a modern architectural element into a historical setting. The Stop Light (One-Way) Alternative would not include improvements visible from Scenic Highway SR-163, and it would not remove a greater number of CMPP significant trees than the project. Impacts to architectural character would, therefore, be less than significant and less than the project.

Issue 3: Landform Alteration

Grading and landform alteration would be substantially less under the Stop Light (One-Way) Alternative as compared to the project. The Stop Light (One-Way) Alternative

would require grading that would encroach into ESL steep slopes in conjunction with the regrading of the Alcazar parking lot. This alternative would avoid the construction of manufactured slopes associated with the project's Centennial Road and Organ Pavilion parking structure. The majority of the Central Mesa is comprised of artificial slopes associated with the Park's original development. Therefore, the impacts to natural landforms would be less than significant for the Stop Light (One-Way) Alternative and less than the project.

Issue 4: Development Features

Regrading of the existing Alcazar parking lot in order to make it ADA accessible would, like the project, result in the creation of several retaining walls of up to 15 feet in height surrounding the eastern, southern, and western perimeters of the lot. Retaining walls would be located in less visible areas and would be screened through appropriate landscape treatments. Visual impacts associated with use of retaining walls would be less than significant and less than the project.

d. Transportation/Circulation and Parking

The TIA prepared for the project includes analysis of the Stop Light (One-Way) Alternative for the existing plus Stop Light (One-Way) Alternative, years 2015 (near-term) and 2030 (cumulative). Roadway segments were evaluated and mitigation identified for weekday impacts only, as roadway segments are typically based on weekday conditions. However, the intersections were evaluated for weekday and weekend, but mitigated for weekend (worst-case) impacts only. This is due to the fact that Park use normally peaks during the weekends and peak hour intersections are typically a more accurate indicator of actual traffic operations as compared to daily roadway segments. This is consistent with previous traffic analyses within the Balboa Park area. Also, the internal intersections were evaluated during the AM peak periods only, as volumes for these periods are generally higher than the PM peak periods, thus representing a worst-case analysis.

Issue 1: Traffic Capacity

The TIA determined that, like the project, this alternative would not result in an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system.

In 2015, the Stop Light (One-Way) Alternative would have a total of four roadway segments that operate poorly. All of the four failures would have significant impacts, one of which is unmitigable and is listed below.

The following roadway segment is already built to its ultimate street classification, thus the impact is unmitigable:

- Sixth Avenue between Robinson Avenue and Upas Street

In 2030, the Stop Light (One-Way) would have a total of fifteen intersections and roadway segments that operate poorly. Of the fifteen, ten would have significant impacts, of which four are unmitigable and are listed below.

The following roadway segments are already built to their ultimate street classifications, thus impacts are unmitigable:

- Sixth Avenue between Robinson Avenue and Upas Street
- Sixth Avenue between Upas Street and Quince Street
- Sixth Avenue between Elm Street and Ash Street
- Zoo Place east of Park Boulevard

Thus, the Stop Light (One-Way) would have worse conditions with respect to traffic capacity as compared to the project in the near-term and in 2030. By comparison, the project would have no significant, unmitigable impacts associated with traffic capacity or operations within the study area roadways and intersections.

Issue 2: Circulation and Access

The Stop Light (One-Way) Alternative would not maintain two-way vehicular traffic through the project area and would alter the internal vehicle circulation of the Central Mesa. Like the project, this alternative would remove vehicular traffic from three-quarters of the Plaza de Panama and the eastern half of the Mall, resulting in an improvement in a reduction in pedestrian/vehicular conflicts. As with the project, the Stop Light (One-Way) Alternative would allow for adequate emergency access to the Plaza de Panama and throughout the project area, in accordance with mandatory standards and requirements. Thus, access impacts associated with this alternative would be less than significant, but would be greater than the project.

Issue 3: Parking

The Stop Light (One-Way) Alternative would remove parking from the Plaza de Panama; leave the Organ Pavilion parking lot in its existing condition (with 367 spaces); regrade and reconfigure the Alcazar parking lot to accommodate ADA and valet parking removed from the Plaza de Panama; and finally, add parking within the existing Federal Building lot (within the lawn area near the southwest corner of Presidents Way and Park Boulevard). No significant impacts to parking are associated with this alternative. However, it would not locate additional parking close to the Plaza de Panama or El Prado, where demand is greatest.

Issue 4: Traffic Hazards

The Stop Light (One-Way) Alternative's circulation pattern, pedestrianization of the Plaza de Panama and Mall, and installation of a traffic signal on El Prado just before the arch to the Plaza de California would have beneficial effects on safety and would result in a less than significant traffic hazards impact. By comparison, the project would additionally improve pedestrian safety at the west end of the Park; resolving the pedestrian/vehicular conflicts along El Prado between the Plaza de California and Plaza de Panama. Overall, the Stop Light (One-Way) Alternative would provide fewer benefits because it would remove just one of the twenty existing pedestrian/vehicular conflict areas as compared to fourteen for the project.

e. Air Quality***Issue 1: Plan Consistency***

This alternative includes minor changes to circulation patterns identified in the BPMP and CMPP; however, it does not include a change in land use from the City's General Plan. Therefore, like the project, this alternative can be considered consistent with the growth assumptions in the RAQS. Impacts would be less than significant for both this alternative and the project.

Issue 2: Violation of Air Quality Standards

Like the project, this alternative would not introduce any new stationary sources of emissions and would not contribute to an exceedance of air quality standards. Impacts associated with violations of air quality standards would therefore, be less than significant for both this alternative and the project.

Issue 3: Increase in Particulates or Ozone

Because the Centennial Bridge, Centennial Road, and Organ Pavilion parking structure would not be constructed under this alternative, construction-related emissions (particulates) from demolition and grading, construction vehicles, and chemicals used during construction would be less than the project. Maximum daily construction emissions are projected to be less than the applicable thresholds for all criteria pollutants. There is no expectation of a net increase in ADT under this alternative. Therefore, impacts for this alternative would be less than significant and less than the project.

Issue 4: Sensitive Receptors

Impacts to sensitive receptors would be less than significant for both the Stop Light (One-Way) Alternative and the project. This conclusion is based on the approximate

similarities between the project and this alternative in regard to the results of the hot spot analysis conducted for the project (Alcazar parking lot improvements).

f. Biological Resources

Issue 1: Sensitive Species

The Stop Light (One-Way) Alternative, similar to the project, has the potential to result in direct and indirect impacts to nesting raptors and species covered under the MBTA during construction activities. These impacts would be significant and require mitigation. The alternative does not include the Centennial Bridge; therefore, its implementation would likely affect fewer trees/nesting birds than the project, because the trees within Cabrillo Canyon (over which the Centennial Bridge would span) would not be disturbed. Nonetheless, the mitigation measure (**BR-1**) identified in Section 4.6 for the project would also be required to be implemented for the Stop Light (one-Way) Alternative and would reduce sensitive specie impacts to below a level of significance.

Issue 2: Sensitive Habitat

No sensitive vegetation communities or habitats occur within the project area, and no impacts to sensitive vegetation communities or habitats would occur with the Stop Light (One-Way) Alternative or the project.

Issue 3: Wildlife Corridors

Because the project area is located at the top of an urban canyon system and is not part of a major wildlife movement corridor, there would be no impacts to wildlife movement due to implementation of the Stop Light (One-Way) Alternative or the project.

Issue 4: Invasive Species

As with the project, City regulations require the Stop Light (One-Way) Alternative to include a conceptual landscape plan, incorporated into the project design, which ensures that indirect effects due to invasive species would not occur. As such, impacts would be less than significant for this alternative and the project.

Issue 5: MSCP

The project area is not adjacent to the City of San Diego's MHPA. The Stop Light (One-Way) Alternative would not construct a subterranean parking structure, and therefore, not generate soil export to the Arizona Street Landfill. Therefore, the Stop Light (One-Way) Alternative would not conflict with the provisions of the MSCP Land Use Adjacency Guidelines, and impacts would be less than significant and less than the project.

g. Energy Conservation

Issue 1: Energy Use

Development under the Stop Light (One-Way) Alternative would require less short-term construction energy consumption as compared to the project, because it would not construct the Centennial Bridge and Road or Organ Pavilion parking structure. Impacts would be less than significant for both the project and this alternative.

Through participation in the Balboa Park Cultural Partnership's park-wide sustainability program and Economic and Environmental Sustainability Strategic Plan for Balboa Park and through compliance with the California Green Building standards, the Stop Light (One-Way) Alternative (and the project) would consume less-than-average rates of energy. Long-term operational energy use associated with the consumption of electricity and natural gas, water, solid waste, and vehicle use would be less than significant for both the project and this alternative.

h. Geologic Conditions

Issues 1 and 2: Geologic Hazards/Unstable Geologic Unit or Soils

While development under this alternative would not construct a parking structure located at the site of the existing Organ Pavilion parking lot or the Centennial Bridge; adherence to CBC requirements and the recommendations of the Geotechnical Investigation would ensure that impacts associated with geologic hazards and compressible soils would be less than significant for both the project and this alternative.

Issue 3: Erosion

Because this alternative would not construct the Centennial Bridge, Centennial Road, or Organ Pavilion parking structure, the locations and quantities of grading associated with the Stop Light (One-Way) Alternative would be substantially less than the project. Conformance with the City's grading ordinance, CBC, and implementation of the recommendations described in the geotechnical investigation would ensure that erosion impacts would be less than significant for both the project and the Stop Light (One-Way) Alternative.

i. Greenhouse Gases

Issue 1: GHG Emissions

This alternative can be expected to generate fewer quantities of construction-related GHG emissions than the project, given that it does not include the Centennial Bridge or Road, Plaza de California, El Prado, and parking structure components that the project does. Annual operational GHG emissions associated with the Stop Light (One-Way)

Alternative's energy and water use, and waste disposal would be incrementally less as compared to the project. Because the Stop Light (One-Way) Alternative's GHG emissions would not exceed 900 MTCO₂E per year (based on the project's emissions of 386 MTCO₂E), GHG emissions impacts under the Stop Light (One-Way) Alternative would be less than significant. Due to lesser grading requirements (no excavation), impacts also would be incrementally less than the project.

Issue 2: Consistency with Plans, Policies, and Regulations

As described above, because the Stop Light (One-Way) Alternative would incorporate similar project design features, emit less than 900 MTCO₂E annual emissions, and not increase traffic, it would also not be cumulatively considerable or thereby conflict with statewide GHG emissions targets. GHG plan consistency impacts would be less than significant for both the Stop Light (One-Way) Alternative and the project.

j. Health and Safety/Hazardous Materials

Issue 1: Hazardous Materials

There have not been any hazardous materials identified on the project site. Similar to the project, development of the Stop Light (One-Way) Alternative would not create a significant hazard to the public or the environment through release of hazardous materials. Impacts associated with health and safety and hazardous materials would be less than significant under both the project and this alternative.

Issue 2: Emergency Response

The Stop Light (One-Way) Alternative has not yet been subject to Fire Department review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in response times beyond acceptable standards, and does not constrain fire/emergency response in the area. The Stop Light (One-Way) Alternative's impacts to emergency response would thus be less than significant, as would those of the project.

k. Hydrology

Issues 1 and 2: Runoff and Drainage Patterns

Implementation of the Stop Light (One-Way) Alternative would not result in an increase to impervious surfaces, and therefore, it would not result in significant flooding or other hydrologic impacts to upstream/downstream properties or environmental resources. The Stop Light (One-Way) Alternative would be expected to maintain comparable flow rates, given its similarity to the project in terms of development footprint and total grading quantity. However, because the Stop Light (One-Way) Alternative does not include the

project's Centennial Bridge or Centennial Road component, its development footprint and associated impervious surfaces would be incrementally less than the project.

Hydromodification management design features, including LID and BMPs, are required to be incorporated into new development projects to manage, detain, and attenuate post-project runoff and to maintain or reduce pre-project downstream erosion conditions. These measures would also ensure that the overall drainage pattern of the project area would not be substantially altered. The Stop Light (One-Way) Alternative, like the project, would incorporate such design measures and conform to applicable federal, state, and City standards. Overall, hydrological impacts would be less than significant for both the project and this alternative.

I. Noise

Issue 1: Noise/Land Use Compatibility

The Stop Light (One-Way) Alternative would remove vehicles from fewer locations than the project, and while noise/land use compatibility impacts would be less than significant (based on the findings of the project analysis), the positive effects of pedestrianization on reducing noise levels would be less with the Stop Light (One-Way) Alternative as compared to the project. The Stop Light (One-Way) Alternative would remove vehicles from most of the Plaza de Panama, the Mall, and Pan American Road East, thereby reducing noise levels in these areas and in the surrounding museums and institutions. Noise/land use compatibility associated with the Stop Light (One-Way) Alternative would be less than significant, similar to the project.

Issue 2: Traffic-Generated Noise

The Stop Light (One-Way) Alternative, like the project, would not generate new traffic, and therefore, not increase noise levels due to traffic. The Stop Light (One-Way) Alternative would, however, reconfigure the existing circulation pattern so as to increase distances between vehicle traffic and sensitive receptors in some locations; however, it would do so to a lesser extent than the project. In the Stop Light (One-Way) Alternative, vehicles would still travel through the Plaza de California, along El Prado, and through the southwest corner of the Plaza de Panama. The project would remove vehicular traffic from these areas. In the Stop Light (One-Way) Alternative, vehicles would also travel closer to the Mall reclaimed parkland areas than would vehicles on the road of the project. In short, the Stop Light (One-Way) Alternative is not expected to generate significant traffic noise, and impacts would be less than significant; as would those of the project.

Issue 3: ALUCP Compatibility

The ALUCP for the SDIA (i.e., Lindbergh Field) shows that the southerly portion of the Park lies within the 60–65 CNEL contour of the airport. This is shown in Figure 4.12-2. The Stop Light (One-Way) Alternative would not include any noise-sensitive uses within the airport contours. Therefore, the Stop Light (One-Way) Alternative, same as the project, would have less than significant ALUCP/aircraft noise compatibility impacts.

Issue 4: On-Site Generated Noise

The Stop Light (One-Way) Alternative would not include a permanent new on-site noise generator (such as the parking structure included under the project). Therefore, impacts due to noise-generating uses for both the Stop Light (One-Way) Alternative would be less than significant and less than the project.

Issue 5: Temporary Construction Noise

Noise would be generated during construction activities from construction equipment and hauling trucks. Outdoor use areas would be subject to effects of construction noise. Outdoor uses in proximity to improvement areas for the Stop Light (One-Way) Alternative include the Alcazar Garden, Organ Pavilion, the Japanese Friendship Garden, the Botanical Garden and the House of Hospitality. Exterior construction noise impacts at all of these areas would be less than significant for the Stop Light (One-Way) Alternative, similar to the project.

Interior noise levels in the museums and institutions could exceed the 45 dB interior noise standard. The Stop Light (One-Way) Alternative would have fewer construction areas than the project (because it does not include the Centennial Bridge and Road, El Prado improvements, and parking structure components) and it would, therefore, avoid the project's interior noise impacts on the westerly institutions such as the Old Globe Theatre and the Museum of Man. Overall, construction noise impacts would be less for this alternative than the project; although the mitigation measure **N-1**, identified for the project, would be applicable to this alternative. This measure precludes construction during special events and proscribes various noise-minimizing measures on construction equipment, construction staging, and parking areas. With mitigation, construction noise impacts for the Stop-Light One-Way Alternative may still occur in conjunction with improvements in the Plaza de Panama and Mall. Impacts, therefore, would be potentially significant and similar to the project.

m. Paleontological Resources***Issue 1: Paleontological Resources***

No excavation would be associated with the Stop Light (One-Way) Alternative; therefore, grading would not exceed the City's 1,000 cy threshold for the high paleontological

sensitivity areas. Impacts to paleontological resources for this alternative would be less than significant and less than the project.

n. Public Services and Facilities

Issue 1: Fire, Police, and Public Facilities/Roads Maintenance

Fire Protection and Emergency Medical Services

The Stop Light (One-Way) Alternative has not yet been subject to Fire-Rescue review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in response times beyond acceptable standards, does not constrain fire/emergency response in the area, and does not require an increase in department staffing, facilities, or equipment. Impacts relative to Fire Protection and Emergency Medical Services under both the project and the Stop Light (One-Way) Alternative would be less than significant.

Police Protection

New or expanded police facilities would not be needed for the project, and therefore, impacts to police protection would be less than significant for the project. The same conclusion can generally be made for the Stop Light (One-Way) Alternative because it would not include uses or a circulation pattern that would result in an increased demand for police services. The Stop Light (One-Way) Alternative, like the project, would be required to consult with the Police Department and to follow crime prevention design guidelines as part of the plan check submittal process. As such, impacts to police protection would be less than significant under this alternative, similar to the project.

Public Facilities/Road Maintenance

Unlike with the project, the Stop Light (One-Way) Alternative would not include a paid parking structure. The Stop Light (One-Way) Alternative would include the construction of improvements that would result in new maintenance obligations and possibly generate the need for additional maintenance expenditures by the City. These would include maintaining the new Plaza de Panama and eastern half of the Mall. Such tasks as trash removal and landscaping could come out of the existing budget for these areas, as this same type of maintenance activities occur for the existing Plaza and Mall areas. Impacts associated with public facilities and road maintenance would be less than significant.

o. Public Utilities

Issue 1: Water

The Stop Light (One-Way) Alternative would construct mostly hardscape areas and would include far fewer areas of new landscaping compared to the project. It is, thus, anticipated to demand less water than the project, due to its reclaiming/irrigating less parkland acreage. Regardless, the increase in water demand by the project or Stop Light (One-Way) Alternative would not trigger substantial changes to the existing on-site water system and, like the project, impacts would be less than significant.

The project incorporates drought-resistant landscaping where feasible and water conservation features such as low-flush toilets, low-flow faucets, and timers on irrigation sprinklers to reduce water demands. The Stop Light (One-Way) Alternative would also be bound by City landscaping requirements and the building code, specifically the California Green Building Standards, to minimize water consumption in both its indoor facilities and outdoor water use. Therefore, impacts associated with water supply/water system would be less than significant for both the Stop Light (One-Way) Alternative and the project.

Issue 2: Wastewater

Similar to the project, this alternative would not generate new demand for sewer capacity, and therefore, would not require substantial changes to the existing on-site wastewater infrastructure. Impacts would be less than significant, the same as for the project.

Issue 3: Solid Waste

The Stop Light (One-Way) Alternative, like the project, is not anticipated to increase visitorship within the Park; therefore, waste generation after implementation of the alternative would be the same as the existing condition. The Stop Light (One-Way) Alternative would not include construction of the Centennial Bridge. It would also not include the same quantities of demolition/construction associated with the project's Plaza de California and El Prado components, or the quantities associated with construction of the Organ Pavilion parking structure. Therefore, the Stop Light (One-Way) Alternative's projected volume of construction waste would be less than the project. Similar to the project, as a condition of approval, implementation of a final WMP would be verified in order to ensure that impacts would be less than significant.

Issue 4: Energy Infrastructure

The construction of permanent new energy infrastructure (e.g., transformers, poles, substation) would not be required for implementation of the Stop Light (One-Way) Alternative (or the project). The Stop Light (One-Way) Alternative would not require the

temporary aerial system required for electric facilities south of the Organ Pavilion in order to construct the parking structure. Nonetheless, energy infrastructure impacts would be less than significant for both the Stop Light (One-Way) Alternative and the project.

p. Water Quality

Issue 1: Pollutant Discharge

Construction activities under the Stop Light (One-Way) Alternative could result in contaminated runoff throughout the project site. Compliance with federal, state, and local water quality standards is assured through adherence to the City's Storm Water Standards and conditions placed on building permits prior to project approval. Adherence to the City's Storm Water Standards is considered to preclude water quality impacts. The Stop Light (One-Way) Alternative would also be required to adhere to the City's Storm Water Standards, and would include treatment control BMPs (similar to the project). Through these actions, the potential impacts to water quality would be avoided or reduced to a less than significant level for both the Stop Light (One-Way) Alternative and the project.

9.3.4Bii.3 Conclusion Regarding the Stop Light (One-Way) Alternative

This alternative would avoid the project's significant and unmitigable secondary land use (plan consistency), historical resources (built environment), and visual quality (architectural character) impacts by not including the Centennial Bridge component. This alternative also would avoid the project's significant, but mitigated impacts to the MHPA, as it would not include export to the Arizona Street Landfill. However, this alternative would have greater traffic impacts compared to the project in the near-term and in 2030 with internal and external Park roadways and intersections that would operate poorly, constituting significant mitigable and unmitigable impacts.

Like the project, implementation of the Stop Light (One-Way) Alternative would result in significant and unmitigable temporary construction noise impacts and potentially significant, but mitigable, impacts to biological resources (raptors) and historical resources (archaeological). These impacts would occur to a lesser extent under the Stop Light (One-Way) Alternative, because of the reduced development intensity that would occur under this alternative (less grading and less intensive construction).

This alternative would partially attain only one of the project objectives through reconfiguration of the Alcazar parking lot (Objective 3). This alternative would fail to meet most of the project's objectives in that it would not remove vehicles from El Prado or Plaza de California (portion of Objective 1); or restore pedestrian and park uses to El Prado and Plaza de California (portion of Objective 2); both of which are necessary components of the project. This alternative also would provide fewer benefits than the

9.3.4Bii Stop Light (One-Way) Alternative

project through reducing fewer pedestrian/vehicular conflicts; providing less restored free and open parkland; and providing no additional parking in proximity to the Park's institutions.

9.3.4Biii Modified Precise Plan without Parking Structure Alternative

The description of the Modified Precise Plan without Parking Structure Alternative relies solely on details as submitted by a member(s) of the public. Due to an insufficient amount of detail in regard to certain aspects of the project, it was necessary that some assumptions were made, particularly regarding the placement of additional parking, as explained in detail under “d. Transportation/Circulation and Parking, below.

9.3.4Biii.1 Description of the Modified Precise Plan without Parking Structure Alternative

The Modified Precise Plan without Parking Structure Alternative (Alt 4Biii) would route two-way vehicular traffic along El Prado to the southwest corner of the Plaza de Panama, adjacent to the Mingei International Museum (House of Charm). A valet and passenger drop-off point and tram stop would be provided on both sides of through traffic at this location. Most of the Plaza de Panama and the eastern half of the Mall would be pedestrianized under this alternative. The Plaza de Panama would be repaved with historically accurate asphalt impregnated with decomposed granite. Resembling the project, trees would be added in their historic locations and historic lawn panels would be restored. The two shallow reflecting pools included as part of the project would not be built with this alternative.

Parking removed from the Plaza de Panama would be replaced by creating new parking spaces in existing parking lots behind Park institutions and along existing interior streets, resulting in no net gain or loss in parking. The Organ Pavilion parking lot would remain in its existing condition. The 21 ADA parking spaces and 33 standard spaces removed from the Plaza de Panama would be recovered through minor regrading and restriping the Alcazar parking lot (along with the removal of two maintenance sheds at the western edge of the lot); and the creation of additional spaces within the Organ Pavilion parking lot, the areas behind the Museum of Photographic Arts and the Model Railroad Museum, adjacent the southern border of the San Diego Zoo and Old Globe Way. The existing one-way access drives into the Alcazar parking lot would be retained. This alternative is depicted in Figures 9-11a and 9-11b.

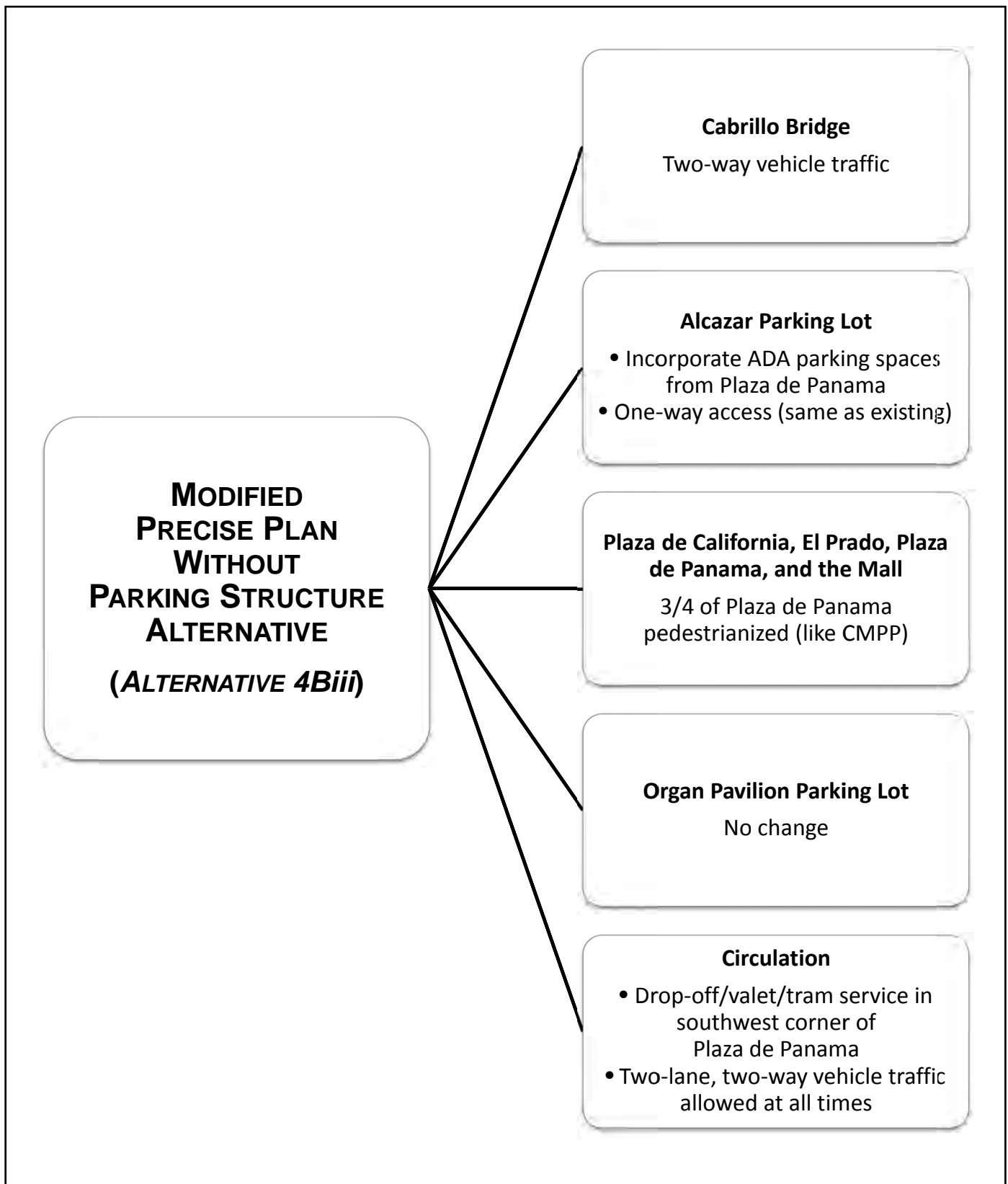
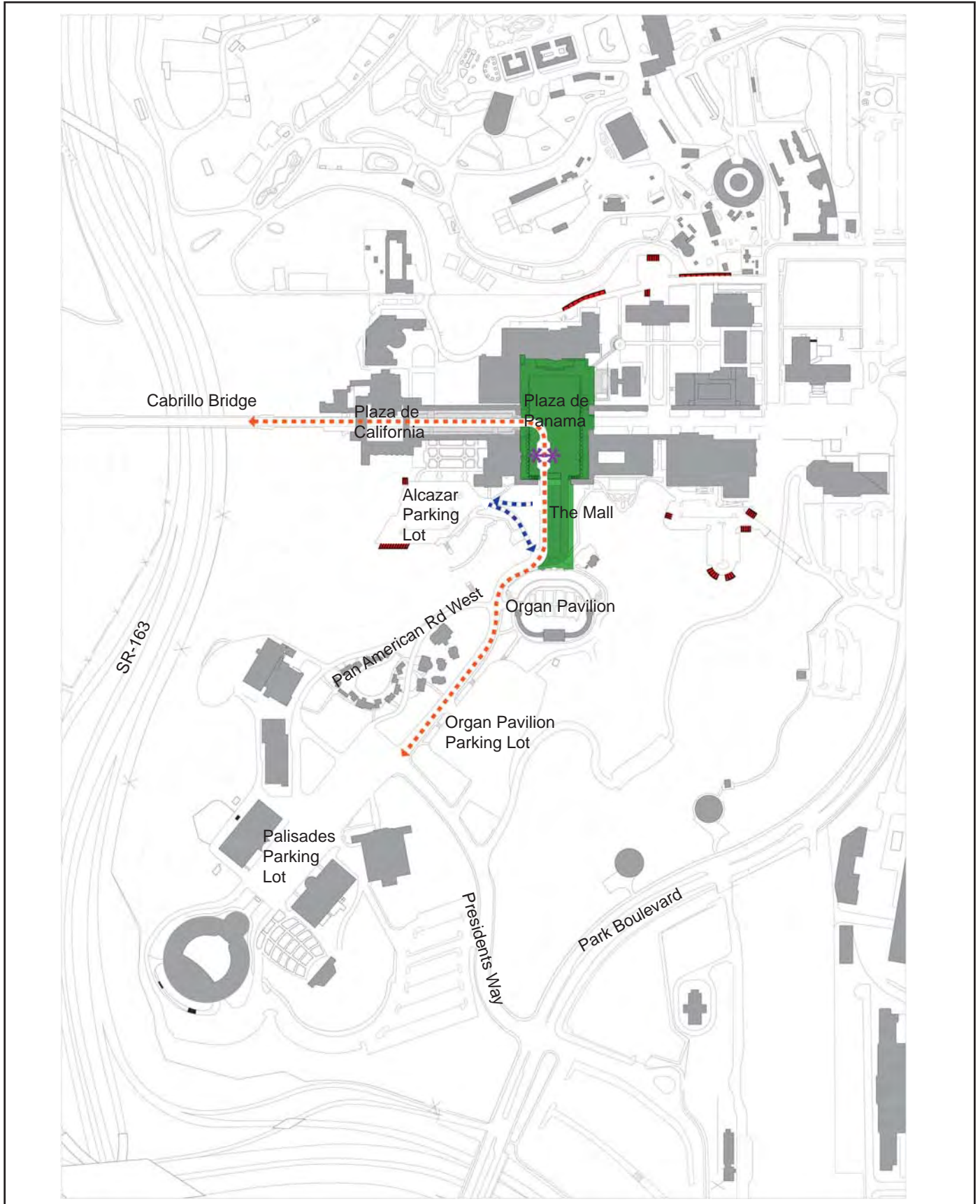


FIGURE 9-11a
Modified Precise Plan without Parking Structure Alternative
Alternative 4Biii



- | | |
|--|--|
| Parkland Reclamation | * Drop-off Location |
| - - - - - Two-way Vehicle Access | - - - - - One-way Vehicle Access |
| Potential Replacement Parking | |

No Scale



FIGURE 9-11b

Modified Precise Plan without Parking
Structure Alternative (Alt 4Biii)

9.3.4Biii.2 Environmental Analysis of the Modified Precise Plan without Parking Structure Alternative

a. Land Use

Issue 1: Development Standards

Similar to the project, a deviation from ESL regulations would be required for encroachment into ESL steep slopes in conjunction with the regrading of the Alcazar parking lot. This deviation would not result in a significant secondary land use impact. This alternative would comply with all other applicable development standards without deviations (AEOZ, HRR) and would, therefore, not result in secondary land use effects associated with regulatory nonconformance. The Modified Precise Plan without Parking Structure Alternative would avoid the project's significant unmitigated impacts associated with secondary historic impacts resulting from the Centennial Bridge.

Issue 2: Plan Consistency

General Plan Consistency

All components of the Modified Precise Plan without Parking Structure Alternative would be generally consistent with the goals and policies found in the General Plan's Historic Preservation, Urban Design, and other applicable elements. The Modified Precise Plan without Parking Structure Alternative would avoid the project's significant secondary land use impacts to historic resources. No secondary land use impacts associated with the General Plan inconsistencies would occur. Impacts would be less than the project.

BPMP and CMPP Consistency

Some of the major goals of the BPMP and CMPP would be met through development of this alternative including: to create a pedestrian-oriented park environment, with convenient accessibility; reduce pedestrian/vehicular conflicts; increase free and open parkland, and restore or improve existing building and landscaped areas.

The Modified Precise Plan without Parking Structure Alternative would require an amendment to the adopted CMPP and BPMP to remove reference to the development of a 1,000- to 1,500-space parking structure in the location of the existing Organ Pavilion surface parking lot; and to revise the text and Circulation Plan to include two-lane, two-way vehicle traffic all of the time (instead of only one eastbound lane during tram service hours, and two-way travel after tram service hours, as identified in the CMPP). The circulation plan amendments would result in significant unmitigable secondary land use impacts with respect to traffic capacity, because implementation of this alternative would result in impacts to an internal intersection that would not occur under the CMPP.

The Modified Precise Plan without Parking Structure Alternative would not construct the Centennial Bridge, and would, therefore, avoid the project's significant unmitigable secondary land use impacts to historical resources. Overall, secondary impacts resulting from plan amendments would be significant and unmitigable for both this alternative and the project.

East Mesa Precise Plan

No export to the Arizona Street Landfill would occur under this alternative, and no impacts would result.

MSCP Subarea Plan

No export to the Arizona Street Landfill would occur under this alternative, and no impacts would result.

Issue 3: Land Use Incompatibility

The Modified Precise Plan without Parking Structure Alternative would be consistent with the adopted land use designation and intensity; be compatible with existing and surrounding land uses and would resolve one existing pedestrian/vehicular conflict. This alternative would, however, do little to alleviate land use compatibility issues associated with vehicular and pedestrian use - an overarching goal of the BPMP. No new incompatibilities would be introduced under this alternative, and therefore, impacts would be less than significant, similar to the project.

Issue 4: San Diego International Airport ALUCP Compatibility

This alternative, like the project, would be located within the AIA of SDIA. Because this alternative would require an amendment to the BPMP and the CMPP, it would, thus, need to be submitted to the ALUC for a consistency determination and to the FAA for a determination of no hazard. Consistent with the project's determinations, the ALUC would likely determine that the Modified Precise Plan without Parking Structure Alternative is consistent with the SDIA ALUCP, based on it being a land use that is compatible with the 60–65 CNEL noise contours and that it is not located within the Airport Approach Overlay Zone or Runway Protection Zone. A determination of no hazard to air navigation would also likely be issued by the FAA for this alternative, as it has for the project. Like the project, the Modified Precise Plan without Parking Structure Alternative would be consistent with the SDIA ALUCP, and impacts associated with this alternative would be less than significant.

b. Historical Resources

Issue 1: Historic Resources (Built Environment)

The Alternatives Analysis prepared by VerPlanck Preservation Architects concludes that the Modified Precise Plan without Parking Structure Alternative would comply with SOI Rehabilitation Standards, and therefore, have a less than significant impact on the NHL. In comparison to the project, by not including the Centennial Bridge component, the Modified Precise Plan without Parking Structure Alternative would avoid significant impacts associated with conflicts to the SOI Rehabilitation Standards.

Issue 2: Archaeological Resources

The archaeological resources analysis summarized in Section 4.2 concluded that throughout the Park there is the possibility of subsurface prehistoric or historic deposits to be present that could be uncovered during construction activities. Therefore, a potentially significant impact could result from construction of the CMPP Alternative. The same mitigation measure **HR-1** for the project would be applied to this alternative to reduce archaeological impacts to less than significant. Due to lesser quantities of required excavation, impacts would be less under this alternative than the project.

Issue 3: Religious/Sacred Uses

Because there are no known Native American religious or sacred uses within the Park or immediate vicinity, implementation of the project or this alternative would have no impacts to religious and sacred uses. As with the project, impacts would be less than significant.

Issue 4: Human Remains

Because there are no known burial sites or cemeteries within the Park or immediate vicinity, implementation of the project or this alternative would have no impacts to human remains. As with the project, impacts would be less than significant.

c. Visual Effects and Neighborhood Character

Issue 1: Public Views

Implementation of the Modified Precise Plan without Parking Structure Alternative would not include construction of the Centennial Bridge and Road or the Organ Pavilion parking structure. Under this alternative, the historic visual character of the Park's western entrance would remain as it currently exists, and improvements included under this alternative would not result in any substantial adverse change to a public view, as identified in the BPMP or CMPP. Therefore, impacts to public views would be less than significant, and less than the project.

Issue 2: Neighborhood Character/Architecture

The Modified Precise Plan without Parking Structure Alternative would not include the Centennial Bridge, thereby avoiding the significant and unmitigable project impact to the NHLD associated with the introduction of a modern architectural element into an historical setting. the NHLD. This alternative also does not include improvements visible from Scenic Highway SR-163, and it would not remove a greater number of CMPP significant trees than the project. Impacts to architectural character would, therefore, be less than significant and less than the project.

Issue 3: Landform Alteration

The Modified Precise Plan without Parking Structure Alternative could require grading that would exceed the City's 2,000 cy of earth graded per acre threshold. Improvements included under this alternative would minimally encroach into ESL steep slopes in conjunction with regrading of the Alcazar parking lot. This encroachment would not result is a significant impact to a natural landform. Because this alternative does not include the Organ Pavilion parking structure and associated roadway, manufactured slopes of up to 50 percent gradient and up to 22 feet would not occur. Landform alteration impacts associated with the Modified Precise Plan without Parking Structure Alternative would be less than significant and less than the project.

Issue 4: Development Features

This alternative does not include the Organ Pavilion parking structure and associated roadway; therefore, the 24-foot-high retaining walls, associated with the parking structure would not occur. Regrading of the existing Alcazar parking lot in order to make it ADA accessible could, like the project, result in the creation of several retaining walls of up to 15 feet in height surrounding the eastern, southern, and western perimeters of the lot. Retaining walls would be located in lesser visible areas and would be screened through appropriate landscape treatments. Visual impacts associated with use of retaining walls would be less than significant and less than the project.

d. Transportation/Circulation and Parking

The TIA prepared for the project includes analysis of the Modified Precise Plan without Parking Structure Alternative for the existing plus Alternative, years 2015 (near-term) and 2030 (cumulative). Roadway segments were evaluated and mitigation identified for weekday impacts only, as roadway segments are typically based on weekday conditions. However, the intersections were evaluated for weekday and weekend, but mitigated for weekend (worst-case) impacts only. This is due to the fact that Park use normally peaks during the weekends and peak hour intersections are typically a more accurate indicator of actual traffic operations as compared to daily roadway segments. This is consistent with previous traffic analyses within the Balboa Park area. Also, the

internal intersections were evaluated during the AM peak periods only, as volumes for these periods are generally higher than the PM peak periods, thus representing a worst-case analysis.

Issue 1: Traffic Capacity

The TIA determined that, like the project, this alternative would not result in an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system.

In 2015, the Modified Precise Plan without Parking Structure Alternative would have a total of eight intersections and roadway segments that operate poorly. Of the eight, two would have significant impacts that are unmitigable.

The following intersection impact is due to queuing spillback to adjacent intersections. The intersection is already built to its ultimate street classification, thus the impact is unmitigable:

- El Prado/Plaza de Panama

The following roadway segment would also have a significant unmitigable impact:

- The Mall south of El Prado

In 2030, the Modified Precise Plan without Parking Structure Alternative would have a total of eighteen intersections and roadway segments that operate poorly. Of the eighteen, one would have a significant and unmitigable impact due to queuing spillback to adjacent intersections, and is listed below.

The following intersection is already built to its ultimate street classifications, thus the impact is unmitigable:

- El Prado/Plaza de Panama

The following roadway segment would also have a significant unmitigable impact:

- The Mall south of El Prado

The intersection of El Prado/Plaza de Panama would continue to operate at a LOS F and would have an increase in queuing lengths in comparison to the No Project Alternative due to the increased operation isolated to the southwest corner of the Plaza de Panama in both the near-term and 2030 that would be deemed significant, unmitigable impacts. The Modified Precise Plan without Parking Structure Alternative would have worse conditions with respect to traffic capacity compared to the project in the near-term and in 2030.

Issue 2: Circulation and Access

Vehicle Circulation

The Modified Precise Plan without Parking Structure Alternative would maintain two-way vehicular traffic through the project site and would not alter the internal vehicle circulation of the Central Mesa. This alternative would remove vehicular traffic from three-quarters of the Plaza de Panama and the eastern half of the mall, resolving one vehicular/pedestrian conflict. As with the project, the Modified Precise Plan without Parking Structure Alternative would also allow for adequate emergency access to the Plaza de Panama and throughout the project site, in accordance with mandatory standards and requirements. High pedestrian/vehicular conflict areas and volumes especially at the El Prado/Plaza de Panama intersection are expected to cause considerable queuing, that is anticipated to spillback to nearby adjacent intersections (tram drop-off areas and valet drop-off areas). Impacts to circulation would, therefore, be significant and greater than the project.

Issue 3: Parking

The Modified Precise Plan without Parking Structure Alternative would remove parking from the Plaza de Panama; leave the Organ Pavilion parking lot as is (with 367 spaces); and replace parking removed from the Plaza de Panama with newly created parking spaces in existing parking lots behind Park institutions and streets.

This alternative proposes to distribute the 54 spaces (including 21 ADA spaces) currently contained in the Plaza de Panama among various lots and streets behind the core Central Mesa structures, including the Alcazar parking lot, the parking lot south of Museum of Photographic Art and the Model Railroad Museum, and along Old Globe Way. An analysis of these and other potential central locations for additional parking has determined that it is physically possible to find space for 54 additional parking stalls, but creating these stalls could generate numerous secondary adverse impacts making it questionable whether the City would ever approve the necessary grading and surface improvements. Moreover, it would be unlikely that the 21 lost ADA spaces could be replaced given the physical site constraints on these new stalls.

In particular, as shown in Figure 9-11b, modifications to the Alcazar parking lot could yield eight standard parking spaces and two ADA spaces, but the necessary modifications to create the ADA spaces would eliminate two existing standard spaces and require the relocation of the Park and Recreation Department maintenance shed facilities at the parking lot's northwest corner to an undetermined spot.

In addition, as shown in Figure 9-11b, the parking lot south of Museum of Photographic Art and the Model Railroad Museum could be reconfigured to yield an additional 17 spots, none of which would be ADA compliant without additional grading and surface improvements that may result in the loss of existing parking.

Finally, along Old Globe Way, as shown in Figure 9-11b, five additional non-ADA stalls could be located in the parking lot at the southern border with the Zoo, although the existing Park and Recreation Department storage structures would have to be moved to an unspecified location. Additionally, two standard spaces could be created behind the Botanical Building. In order to maximize the potential parking capacity in this area, Old Globe Way could also be widened in spots to create additional room for parallel parking. Up to nine standard spaces could be located on the north side of Old Globe Way, south of the Balboa Park Village Grill and close to the intersection with Village Place, but the northern sidewalk and associated landscaping would have to be removed. Up to eight additional standard spaces could be added along the north side of Old Globe Way north of the Museum of Art. These last eight spaces, however, could require encroachment onto steep hillsides and an eight- to nine-foot retaining wall approximately 165 feet in length.

In summary, because of space limitations and secondary impacts, this alternative is unlikely to successfully replace all the parking spaces lost in the Plaza de Panama, particularly the 21 ADA spaces. While this failure is not deemed a significant impact, the impacts would be worse than the project, which adds 260~~273~~ spaces, including 12 additional ADA spaces.

Issue 4: Traffic Hazards

Overall, the Modified Precise Plan without Parking Structure Alternative would improve pedestrian circulation and safety and would not result in significantly adverse pedestrian circulation impacts. However, the project would also construct the Pan American Promenade, to connect the new rooftop park to the back of the Organ Pavilion and Mall; and the House of Charm pedestrian bridge/walkway, in the reconfigured Alcazar parking lot, to connect from the lot to the Plaza de Panama. Thus, the Modified Precise Plan without Parking Structure Alternative would provide fewer benefits because it would remove just one~~four~~ of the 20 existing pedestrian/vehicular conflict areas as compared to 14 for the project.

e. Air Quality

Issue 1: Plan Consistency

This alternative does not include the Organ Pavilion Parking Structure, identified in the BPMP and CMPP; however, it does not include a change in land use from the City's General Plan. Therefore, like the project, this alternative can be considered consistent with the growth assumptions in the RAQS. Impacts would be less than significant or both this alternative and the project.

Issue 2: Violation of Air Quality Standards

Like the project, this alternative would not introduce any new stationary sources of emissions and would not contribute to exceedance of air quality standards. Impacts associated with violations of air quality standards would, therefore, be less than significant for both this alternative and the project.

Issue 3: Increase in Particulates or Ozone

Because the Modified Precise Plan without Parking Structure Alternative does not include the Centennial Bridge and Road, El Prado, and parking structure components, construction emissions (particulates) from demolition and grading, construction vehicles, and chemicals used during construction would be less than the project. Maximum daily construction emissions are projected to be less than the applicable thresholds for all criteria pollutants. There is no expectation of a net increase in ADT under this alternative. Therefore, construction-related emissions impacts would be less than significant and less than the project.

Issue 4: Sensitive Receptors

Impacts to sensitive receptors would be less than significant for both the Modified Precise Plan without Parking Structure Alternative and the project. This conclusion is based on the approximate similarities between the project and this alternative in regard to the results of the hot spot analysis conducted for the project (Alcazar parking lot improvements).

f. Biological Resources

Issue 1: Sensitive Species

The Modified Precise Plan without Parking Structure Alternative, similar to the project, has the potential to result in direct and indirect impacts to nesting raptors and species covered under the MBTA during construction activities. These impacts would be significant and require mitigation. The alternative does not include the Centennial Bridge; therefore, its implementation would likely affect fewer trees/nesting birds than the project, because the trees within Cabrillo Canyon (over which the Centennial Bridge would span) would not be disturbed. Nonetheless, the mitigation measure (**BR-1**) identified in Section 4.6 for the project would also be required to be implemented for the Modified Precise Plan without Parking Structure Alternative and would reduce sensitive species impacts to below a level of significance.

Issue 2: Sensitive Habitat

No sensitive vegetation communities or habitats occur within the project area. Therefore, this alternative would not have a significant impact to sensitive habitat. Impacts would be similar to the project and less than significant.

Issue 3: Wildlife Corridors

Because the project area is located at the top of an urban canyon system and is not part of a major wildlife movement corridor, there would be no impacts to wildlife movement due to implementation of the Modified Precise Plan without Parking Structure Alternative or the project.

Issue 4: Invasive Species

As with the project, City regulations require the Modified Precise Plan without Parking Structure Alternative to include a conceptual landscape plan, incorporated into the project design, which ensures that indirect effects due to invasive species would not occur. As such, impacts would be less than significant for this alternative and for the project.

Issue 5: MSCP

The project area is not adjacent to the City of San Diego's MHPA. The Modified Precise Plan without Parking Structure Alternative would not construct a subterranean parking structure, and not generate soil export to the Arizona Street Landfill. Therefore, this alternative would not conflict with the provisions of the MHPA Land Use Adjacency Guidelines, and impacts would be less than significant and less than the project.

g. Energy Conservation

Issue 1: Energy Use

Development under the Modified Precise Plan without Parking Structure Alternative would require less short-term construction energy consumption as compared to the project, because it would not construct the Centennial Bridge and Road or Organ Pavilion parking structure. Impacts would be less than significant for both the project and this alternative.

Through participation in the Balboa Park Cultural Partnership's park-wide sustainability program and Economic and Environmental Sustainability Strategic Plan for Balboa Park and through compliance with the California Green Building standards, the Modified Precise Plan without Parking Structure Alternative (and the project) would consume less-than-average rates of energy. Long-term operational energy use associated with the

consumption of electricity and natural gas, water, solid waste, and vehicle use would be less than significant for both the project and this alternative.

h. Geologic Conditions

Issues 1 and 2: Geologic Hazards/Unstable Geologic Unit or Soils

While development under this alternative would not construct a parking structure located at the site of the existing Organ Pavilion parking lot or the Centennial Bridge; adherence to CBC requirements and the recommendations of the Geotechnical Investigation would ensure that impacts associated with geologic hazards and compressible soils would be less than significant and comparable to the project.

Issue 3: Erosion

Similar to the project, this alternative would require regulatory compliance and adherence to the recommendations described in the Geotechnical Investigation to reduce significant impacts associated with geologic conditions to less than significant levels.

i. Greenhouse Gases

Issue 1: GHG Emissions

This alternative can be expected to generate fewer construction-related GHG emissions given that it does not include the Centennial Bridge and Road, Plaza de California, El Prado, and parking structure components. Annual operational GHG emissions associated with the Modified Precise Plan without Parking Structure Alternative's energy and water use, and waste disposal would be comparable to the project. Since neither the project, nor this alternative, would exceed the City's screening criteria of 900 MTCO₂E per year, and GHG emissions impacts would be less than significant. Due to lesser grading requirements (no excavation), impacts also would be incrementally less under this alternative than the project.

Issue 2: Consistency with Plans, Policies, and Regulations

As described above, because the Modified Precise Plan without Parking Structure Alternative would incorporate similar project design features, emit less than 900 MTCO₂E annual emissions, and not increase traffic, it would also not be cumulatively considerable or thereby conflict with statewide GHG emissions targets. GHG plan consistency impacts would be less than significant for both the Modified Precise Plan without Parking Structure Alternative and the project.

j. Health and Safety/Hazardous Materials

Issue 1: Hazardous Materials

There have not been any hazardous materials identified on the project site. Similar to the project, development of the Modified Precise Plan without Parking Structure Alternative would not create a significant hazard to the public or the environment through release of hazardous materials. Impacts associated with Health and Safety and Hazardous Materials under both the project and this alternative would be less than significant.

Issue 2: Emergency Response

The Modified Precise Plan without Parking Structure Alternative has not yet been subject to Fire Department review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in response times beyond acceptable standards, and does not constrain fire/emergency response in the area. The Modified Precise Plan without Parking Structure Alternative's impacts to emergency response as well as the project would both be less than significant.

k. Hydrology

Issues 1 and 2: Runoff and Drainage Patterns

Implementation of the Modified Precise Plan without Parking Structure Alternative would not result in an increase to impervious surfaces, and therefore, it would not result in significant flooding or other hydrologic impacts to upstream/downstream properties or environmental resources. The Modified Precise Plan without Parking Structure Alternative would be expected to maintain flow rates similar to the existing condition. However, because the Modified Precise Plan without Parking Structure Alternative does not include some project components, its development footprint, and associated impervious surfaces would be incrementally less than the project.

Hydromodification management design features, including LID and BMPs, are required to be incorporated into new development projects to manage, detain, and attenuate post-project runoff and to maintain or reduce pre-project downstream erosion conditions. These measures would also ensure that the overall drainage pattern of the project area would not be substantially altered. The Modified Precise Plan without Parking Structure Alternative, like the project, would incorporate such design measures and conform to applicable federal, state, and City standards. Overall, hydrological impacts would be less than significant for both the project and this alternative.

I. Noise

Issue 1: Noise/Land Use Compatibility

The Modified Precise Plan without Parking Structure Alternative would remove vehicles from fewer locations than the project, and while noise/land use compatibility impacts would be less than significant (based on the findings of the project analysis), the positive effects of pedestrianization on reducing noise levels would be less with the Modified Precise Plan without Parking Structure Alternative as compared to the project. The Modified Precise Plan without Parking Structure Alternative would remove vehicles from most of the Plaza de Panama and the Mall, thereby reducing noise levels in these areas and in the surrounding museums and institutions. Noise/land use compatibility associated with the Modified Precise Plan without Parking Structure Alternative would be less than significant; similar to the project.

Issue 2: Traffic-Generated Noise

The Modified Precise Plan without Parking Structure Alternative, like the project, would not generate new traffic, and therefore, not increase noise levels due to increased traffic within the Park. The Modified Precise Plan without Parking Structure Alternative would reconfigure the existing circulation pattern so as to increase distances between vehicle traffic and sensitive receptors in some locations, it would not do so to the same extent as the project. In this alternative, vehicles would still travel through the Plaza de California, along El Prado, and through the southwest corner of the Plaza de Panama. The project would remove vehicular traffic from these areas. In the Modified Precise Plan without Parking Structure Alternative, vehicles would also travel closer to the Mall reclaimed parkland areas than would vehicles on the Centennial Road with the project. The Modified Precise Plan without Parking Structure Alternative is not expected to generate significant traffic noise, and impacts would be less than significant, and similar to the project.

Issue 3: ALUCP Compatibility

The ALUCP for the SDIA (i.e., Lindbergh Field) shows that the southerly portion of the Park lies within the 60–65 CNEL contour of the airport. This is shown in Figure 4.12-2. The Modified Precise Plan without Parking Structure Alternative would not include any noise-sensitive uses within the airport contours. Therefore, the Modified Precise Plan without Parking Structure Alternative, same as the project, would have less than significant ALUCP/aircraft noise compatibility impacts.

Issue 4: On-Site Generated Noise

The Modified Precise Plan without Parking Structure Alternative would not include a permanent new on-site noise generator (such as the parking structure included in the

project). Therefore, impacts due to noise-generating uses for both the Modified Precise Plan without Parking Structure Alternative and the project would be less than significant and less than the project.

Issue 5: Temporary Construction Noise

Noise would be generated during construction activities from construction equipment and hauling trucks. Outdoor use areas would be subject to effects of construction noise. Outdoor uses in proximity to improvement areas for the Modified Precise Plan without Parking Structure Alternative include the Alcazar Garden, House of Hospitality, Organ Pavilion, the Botanical Garden, and the Japanese Friendship Garden. Exterior construction noise impacts to all of these areas would be less than significant for the Modified Precise Plan without Parking Structure Alternative, similar to the project.

Interior noise levels in the museums and institutions could exceed the 45 dB interior noise standard. The Modified Precise Plan without Parking Structure Alternative would have the same potential for interior noise effects as the project. The House of Charm, House of Hospitality, and the Plaza de Panama area institutions would be potentially impacted. Impacts for both the Modified Precise Plan without Parking Structure Alternative and the project would be significant and require mitigation. The mitigation measure, **N-1**, identified for the project precludes construction during special events and proscribes various noise-minimizing measures on construction equipment, construction staging, and parking areas. This same mitigation measure could be applied to the Modified Precise Plan without Parking Structure Alternative. Construction noise impacts would, however, remain potentially significant and be similar to the project.

m. Paleontological Resources

Issue 1: Paleontological Resources

Excavation required for the Modified Precise Plan without Parking Structure Alternative would not exceed the City's 1,000 cy threshold for the high paleontological sensitivity areas. Impacts for this alternative would be less than significant and less than the project.

n. Public Services and Facilities

Issue 1: Fire, Police, and Public Facilities/Roads Maintenance

Fire Protection and Emergency Medical Services

The Modified Precise Plan without Parking Structure Alternative has not yet been subject to Fire-Rescue review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in response times beyond acceptable standards, does not constrain fire/emergency

response in the area, and does not require an increase in department staffing, facilities, or equipment. Impacts relative to Fire Protection and Emergency Medical Services under both the project and the Modified Precise Plan without Parking Structure Alternative would be less than significant.

Police Protection

New or expanded police facilities would not be needed for the project, and therefore, impacts to police protection would be less than significant for the project. The same conclusion can generally be made for the Modified Precise Plan without Parking Structure Alternative because it does not include uses or a circulation pattern that would result in an increased demand for police services. The Modified Precise Plan without Parking Structure Alternative, like the project, would be required to consult with the Police Department and to follow crime prevention design guidelines as part of the plan check submittal process. As such, the Modified Precise Plan without Parking Structure Alternative impacts to police protection would be less than significant, similar to the project.

Public Facilities/Road Maintenance

Unlike the project, the Modified Precise Plan without Parking Structure Alternative would not include a paid parking structure. This alternative would include the construction of improvements that would result in new maintenance obligations and possibly generate the need for additional maintenance expenditures by the City. These would include maintaining the new Plaza de Panama, eastern half of the Mall. Such tasks as trash removal and landscaping costs could come out of the existing budget for these areas, as this same type of maintenance activities occur for the existing Plaza, and Mall areas. Impacts associated with public facilities and road maintenance would be less than significant. Therefore, impacts associated with public facilities and road maintenance would be less than significant. This would also be the case for the project.

o. Public Utilities

Issue 1: Water

The Modified Precise Plan without Parking Structure Alternative would construct mostly hardscape areas and would include far fewer areas of new landscaping compared to the project. It is, thus, anticipated to demand less water than the project, due to its reclaiming/irrigating less parkland acreage. Regardless, the increase in water demand by the project or Modified Precise Plan without Parking Structure Alternative would not trigger substantial changes to the existing on-site water system and like the project; impacts would be less than significant.

Issue 2: Wastewater

Similar to the project, this alternative would not generate new demand for sewer capacity, and therefore, would not require substantial changes to the existing on-site wastewater infrastructure. Impacts would be less than significant for both this alternative and the project.

Issue 3: Solid Waste

The Modified Precise Plan without Parking Structure Alternative, like the project, is not anticipated to increase visitorship within the Park; therefore, waste generation after implementation of the alternative would be the same as the existing condition.

The Modified Precise Plan without Parking Structure Alternative would not include construction of the Centennial Bridge. It would also not include the same quantities of demolition/construction associated with the project's Plaza de California and El Prado components, or the quantities associated with construction of the Organ Pavilion parking structure. Therefore, the Modified Precise Plan without Parking Structure Alternative's projected volume of construction waste would be less than the project. Similar to the project, as a condition of approval, implementation of a final WMP would be verified in order to ensure that impacts would be less than significant.

Issue 4: Energy Infrastructure

The construction of permanent new energy infrastructure (e.g., transformers, poles, substation) would not be required for implementation of the Modified Precise Plan without Parking Structure Alternative (or the project). The Modified Precise Plan without Parking Structure Alternative would not require the temporary aerial system required for electric facilities south of the Organ Pavilion in order to construct the parking structure. Nonetheless, energy infrastructure impacts would be less than significant for both the Modified Precise Plan without Parking Structure Alternative and the project.

p. Water Quality

Issue 1: Pollutant Discharge

Construction activities under the Modified Precise Plan without Parking Structure Alternative could result in contaminated runoff throughout the project site. Compliance with federal, state, and local water quality standards is assured through adherence to the City's Storm Water Standards and conditions placed on building permits prior to project approval. Adherence to the City's Storm Water Standards is considered to preclude water quality impacts. The Modified Precise Plan without Parking Structure Alternative would also be required to adhere to the City's Storm Water Standards, and would include treatment control BMPs (similar to the project). Through these actions, the potential impacts to water quality would be avoided or reduced to a less than significant

level for both the Modified Precise Plan without Parking Structure Alternative and the project.

9.3.4Biii.3 Conclusion Regarding the Modified Precise Plan without Parking Structure Alternative

This alternative would avoid the project's significant and unmitigable secondary land use (plan consistency), historical resources (built environment), and visual quality (architectural character) impacts by not including the Centennial Bridge component. This alternative also would avoid the project's significant, but mitigated impacts to the MHPA, as it would not include export to the Arizona Street Landfill. However, this alternative would have greater traffic impacts compared to the project in the near-term and in 2030, with an internal intersection that would operate poorly, constituting a significant and unmitigable impact. The impact to the internal intersection would be attributable to queuing in the Plaza de Panama, also therefore, constituting a significant unmitigable circulation impact.

Like the project, implementation of the Modified Precise Plan without Parking Structure Alternative would result in significant and unmitigable temporary construction noise impacts, and significant, but mitigable impacts to biological resources (raptors) and historical resources (archaeological) impacts. These same impacts would occur to a lesser extent under the Modified Precise Plan without Parking Structure Alternative because of the reduced development intensity that would occur under this alternative (less grading and less intensive construction).

This alternative would partially attain several of the project objectives, specifically those associated with reclaiming pedestrian areas (Objectives 1 and 2) and reconfiguration of the Alcazar parking lot (Objective 3). This alternative would fail to meet most of the project's objectives in that it would not remove vehicles from El Prado or Plaza de California (portion of Objective 1); restore pedestrian and park uses to El Prado and Plaza de California (portion of Objective 2); or provide additional parking proximate to the Park's institutions (Objective 3), because it would not include the parking structure. This alternative also would provide fewer benefits than the project through resolving fewer pedestrian/vehicular conflicts; providing less restored free and open parkland; and providing no additional parking in proximity to the Park's institutions.

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9.3.4Biv Half-Plaza Alternative

The description of the Half-Plaza Alternative, included below, relies solely on details as submitted by a member(s) of the public.

9.3.4Biv.1 Description of the Half-Plaza Alternative

In the Half-Plaza Alternative (Alt 4Biv), vehicular traffic would enter the Central Mesa via the Cabrillo Bridge and would circulate through the project site along El Prado; a one-way loop around the Mall and southern half of the Plaza de Panama; Pan American Road, and the new at-grade access road connecting to the Organ Pavilion parking structure. The loop road in the area now referred to as “the Mall” would be referred to as the “El Cid Island,” and would consist of a landscaped median/garden area with trees lining both sides of the roadway. Drop-off and valet zones would be located at the House of Charm and House of Hospitality.

Parking would be removed from the Plaza de Panama and Alcazar parking lot. The Alcazar parking lot would be converted to green space and reclaimed as parkland. The northern half of the Plaza de Panama, Pan American Road East and the existing Organ Pavilion parking lot would also be reclaimed as parkland for pedestrian use. The northern half of the Plaza de Panama would be repaved similar to the project; however, more extensive tree planting would be included. Similar to the project, new trees and foundation plantings would be installed along El Prado. The southern half of the Plaza would be retained for one-way circulation, drop-off and valet services, with additional trees to be planted.

Parking removed from the Plaza de Panama and Alcazar parking lot would be accommodated in a new underground paid parking structure south of the Organ Pavilion similar to, but larger than that included in the project. Similar to the project, export soil generated from the parking structure excavation would be disposed of at the Arizona Street Landfill, and a rooftop park would be constructed on top of the structure. An at-grade access road would be placed along the structure's northern and eastern perimeters, connecting to Pan American Road East north of the structure and to Presidents Way southeast of the structure. (No grade-separated pedestrian overpass is included in this Alternative). This alternative is depicted in Figures 9-12a and 9-12b.

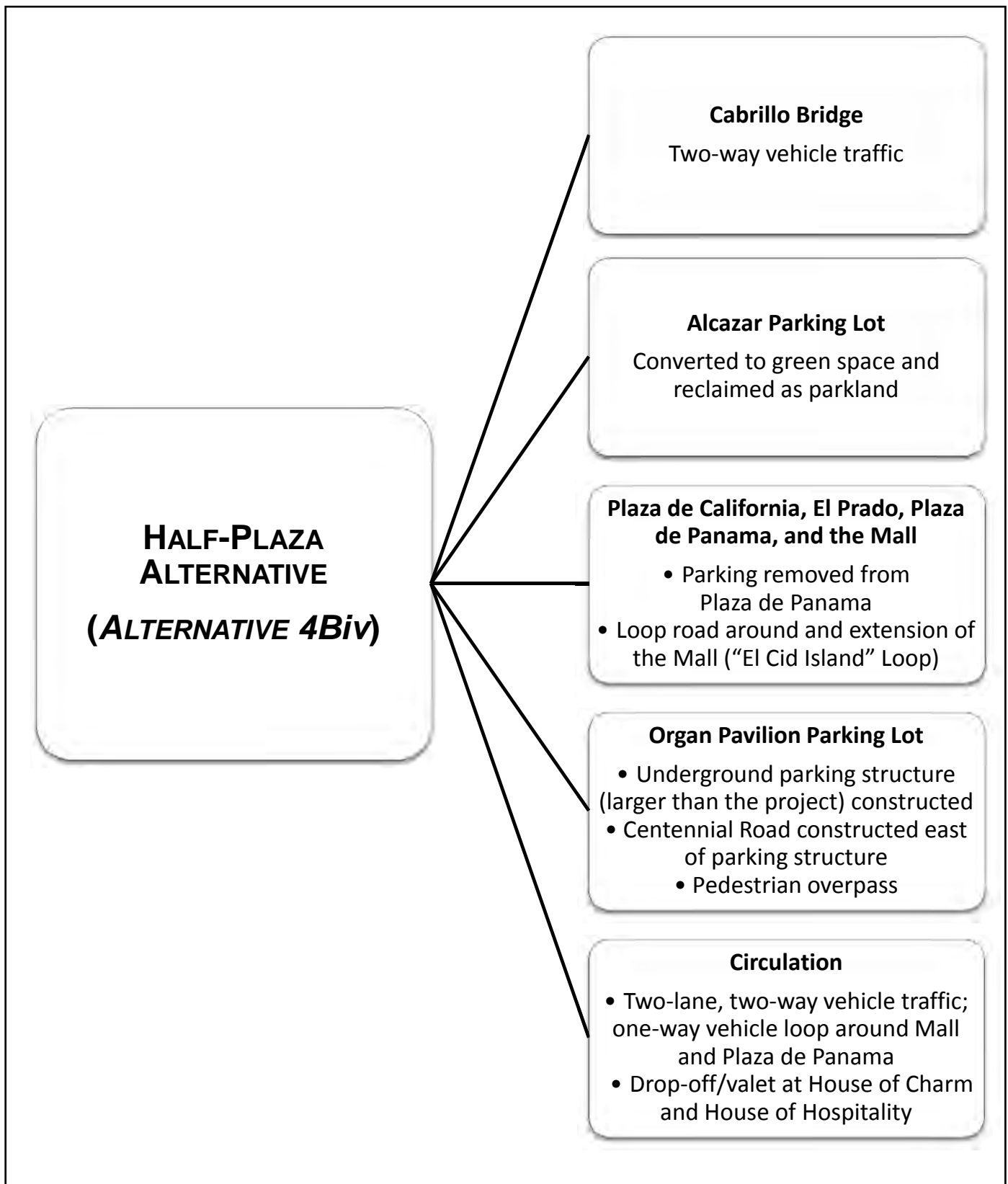
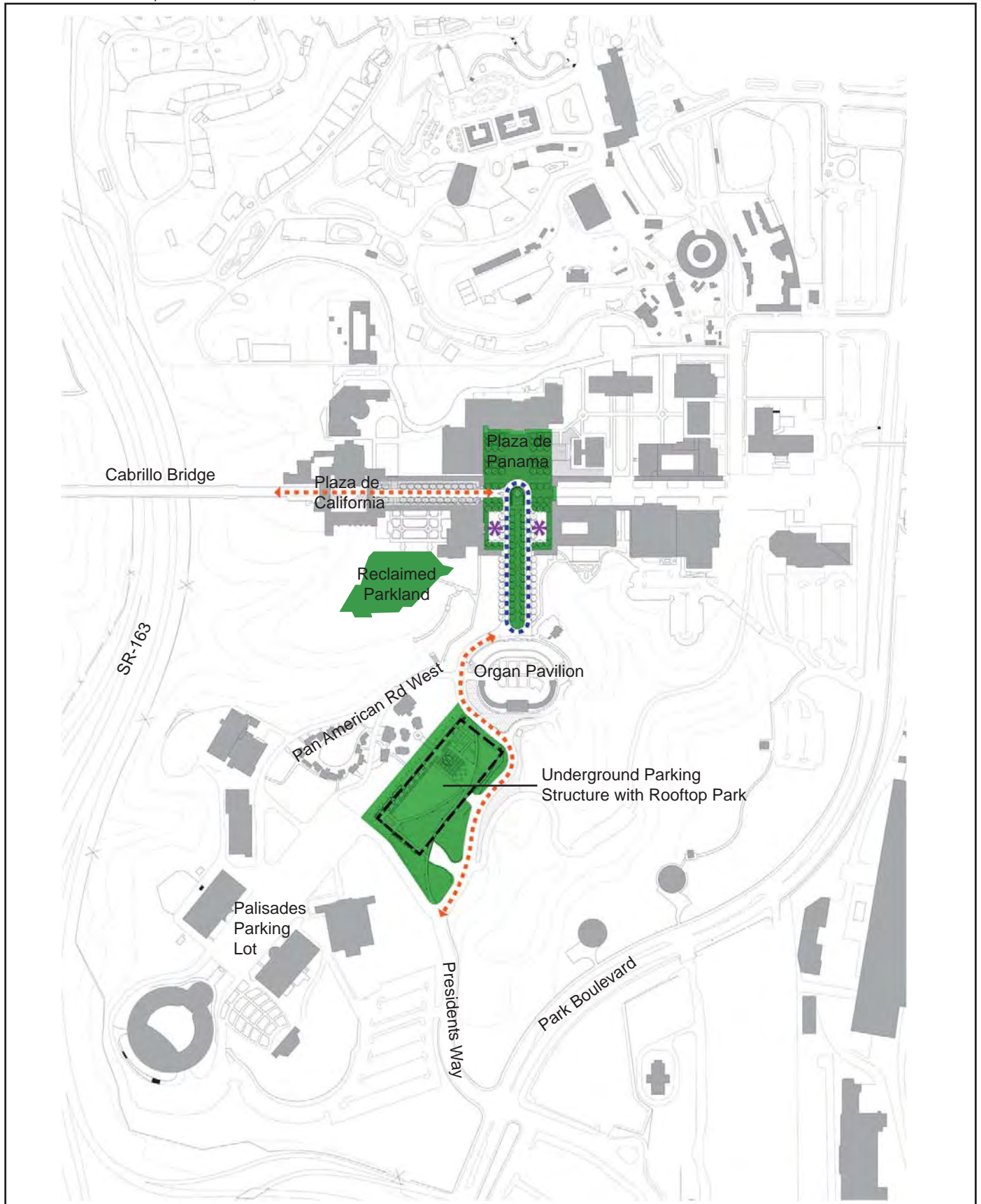


FIGURE 9-12a
Half-Plaza Alternative
Alternative 4Biv



- | | |
|---|---|
| Parkland Reclamation | Parking Structure |
| Two-way Vehicle Access | Drop-off Location |
| | One-way Vehicle Access |

No Scale



FIGURE 9-12b
Half-Plaza Alternative (Alt 4Biv)

9.3.4Biv.2 Environmental Analysis of the Half-Plaza Alternative

a. Land Use

Issue 1: Development Standards

The Half-Plaza Alternative would conform to and not require deviations from the City's AEOZ or ESL regulations. However, the Half-Plaza Alternative's El Cid Island component would fail to comply with SOI Rehabilitation Standards 2 and 9 and, therefore, would also not comply with the City's HRR, and, like the project, would require a deviation. Secondary land use impacts to historic resources associated with development standards nonconformance would occur with implementation of both this alternative and the project. Impacts would be significant and unmitigable.

Issue 2: Plan Consistency

General Plan Consistency

Because the Half-Plaza Alternative would not comply with SOI Rehabilitation Standards 2 and 9, this alternative would be inconsistent with historic preservation policies contained in the Historic Preservation, Recreation, and Urban Design Elements of the General Plan, which would result in significant secondary land use impacts to the NHL. As for the project, there is no feasible mitigation to reduce the secondary impacts associated with the Plan inconsistencies, and the impact would remain significant and unmitigated for this alternative and the project.

BPMP and CMPP Consistency

The Half-Plaza Alternative would be consistent with the BPMP and CMPP goals of creating a more pedestrian-oriented environment, reducing automobile and pedestrian conflicts, increasing free and open parkland and restoring or improving existing building and landscaped areas. Unlike the project or other alternatives, the Half-Plaza Alternative would include reclaiming Alcazar parking lot to parkland, consistent with the BPMP.

The Half-Plaza Alternative would require amendments to the adopted BPMP and CMPP to include full-time two-way vehicle traffic (instead of only one eastbound lane during tram service hours and two-way travel after tram service hours, as identified in the CMPP) and the one-way El Cid loop circulation component. The circulation plan amendments would result in significant unmitigable secondary land use impacts with respect to traffic capacity, because implementation of this alternative would result in impacts to an internal intersection that would not occur under the CMPP. Because this alternative would not comply with SOI Rehabilitation Standards 2 and 9, it would be inconsistent with BPMP and CMPP policies pertaining to historic preservation. This alternative's inconsistency with historic preservation policies found in the BPMP and

CMPP would result significant unmitigated secondary land use impacts to an historic resource, similar to the project.

East Mesa Precise Plan

Both the project and the Half-Plaza Alternative would export soil excavated for construction of the Organ Pavilion parking structure to the Arizona Street Landfill on the East Mesa, an activity which would be consistent with the reclamation program for the Landfill. Therefore, similar to the project, the Half-Plaza Alternative would be consistent with the EMPP.

MSCP Subarea Plan

The Florida Canyon MHPA is adjacent to a portion of the Arizona Street Landfill. The placement of soil export and grading operations within the Arizona Street Landfill disposal site has the potential to result in significant indirect impacts to the MHPA associated with noise, lighting, drainage, and the introduction of invasive plants. Implementation of mitigation measure **LU-1** for MHPA Adjacency would reduce impacts to less than significant for both this alternative and the project.

Issue 3: Land Use Incompatibility

The Half-Plaza Alternative would be consistent with the adopted land use designation and intensity; be compatible with existing and surrounding land uses and both would, to some degree, resolve existing pedestrian/vehicular conflicts. This alternative would remove vehicles from the existing Organ Pavilion parking lot, the northern half of the Plaza de Panama and Pan American Road East. However, it would not remove vehicles from the El Prado or the Plaza de California; therefore, it would not entirely meet the vision of the BPMP - the elimination of pedestrian/vehicular conflicts in the El Prado and Palisades areas. This alternative would yield less than significant land use incompatibility results, similar to the project.

Issue 4: San Diego International Airport ALUCP Compatibility

Because this alternative would amend the BPMP and is located within an AIA, it would be required to be submitted to the ALUC for a consistency determination and to the FAA for a determination of no hazard. Consistent with the project's determinations, the ALUC would likely determine that the Half-Plaza Alternative is consistent with the SDIA ALUCP, based on it being a land use that is compatible with the 60–65 CNEL noise contours, and that it is not located within the Airport Approach Overlay Zone or Runway Protection Zone. A determination of “no hazard” to air navigation would also likely be issued by the FAA for this alternative, as it has for the project. Like the project, the Half-Plaza Alternative would be consistent with the SDIA ALUCP, and impacts would be less than significant.

b. Historical Resources

Issue 1: Historic Resources (Built Environment)

The Alternatives Analysis prepared by VerPlanck Preservation Architects concludes that the Half-Plaza Alternative El Cid Island component would fail to comply with SOI Rehabilitation Standards 2 and 9 and would, therefore, result in significant impacts to the NHL, similar to the project. The construction of the El Cid Island comprises an extension of the Mall north into the southern portion of the Plaza de Panama. Accordingly, these changes to the Plaza de Panama would entirely alter the existing spatial relationships in the area, converting what was originally designed to be a large open plaza into a much smaller space. The extension of the Mall into the formerly open plaza space would also alter the relationship of this feature to the buildings that surround the Plaza.

Therefore, while the Half-Plaza Alternative would avoid the project's significant/unmitigable historic impacts associated with the Centennial Bridge, it would introduce a different component, the El Cid Island/Mall extension, that would result in significant and unmitigable impacts. The Half-Plaza Alternative's impacts to historic resources would be significant and unmitigable, similar to the project.

Issue 2: Archaeological Resources

The archaeological resources analysis concluded that throughout the Park there is the possibility of subsurface prehistoric or historic deposits to be present that could be uncovered during construction activities. Therefore, a potentially significant impact could result from construction of the Half-Plaza Alternative. The same mitigation measure **HR-1** for the project could be applied to the Half-Plaza Alternative to reduce archaeological impacts to less than significant, similar to the project.

Issue 3: Religious/Sacred Uses

Because there are no known Native American religious or sacred uses within the Park or immediate vicinity, implementation of the project or this alternative would have no impacts to religious and sacred uses. As with the project, impacts would be less than significant for this alternative.

Issue 4: Human Remains

Because there are no known burial sites or cemeteries within the Park or immediate vicinity, implementation of the project or this alternative would have no impacts to human remains. As with the project, impacts would be less than significant.

c. Visual Effects and Neighborhood Character

Issue 1: Public Views

The alternative's El Cid Island component, which was determined in the historical analysis as disrupting the spatial relationships in the area, could significantly alter key views, identified in the CMPP, specifically the view from the Museum of Art looking south and the view from the Organ Pavilion and the Mall looking north. This alternative's impact to existing views would be relatively minor, because the Mall currently functions as a quasi-island and loop that extends into the Plaza de Panama, as vehicles travel the roundabout that encircles the fountain. The Plaza de Panama is also primarily occupied by parking, where it is not occupied by vehicle travel lanes. Thus, with implementation of the Half-Plaza Alternative, impacts to public views would be less than significant and similar to the project.

Issue 2: Neighborhood Character/Architecture

The Half-Plaza Alternative would not include the Centennial Bridge component of the project, thereby eliminating the significant unmitigated impact that would occur under the project from the introduction of a modern architectural element into a historical setting. As described above under Historical Resources, because the Mall currently functions as a quasi-island and loop that extends into the Plaza as vehicles travel the roundabout that encircles the fountain, the changes to the project area with implementation of this alternative would not substantially alter the architectural style of the area; use materials in stark contrast to adjacent development, or create a negative aesthetic for the site. Additionally, the Half-Plaza Alternative would not include improvements visible from Scenic Highway SR-163, and would not result in the removal of significant trees to a greater extent than the project. Therefore, the Half-Plaza Alternative would result in less than significant impacts to architectural character, and impacts would be less than the project.

Issue 3: Landform Alteration

The Half-Plaza Alternative would avoid the grading and landform alteration associated with the construction of the Centennial Bridge, Centennial Road, and the reconfiguration of the Alcazar parking lot. The majority of grading associated with both the Half-Plaza Alternative and the project would be attributed to excavation for the underground parking structure. Based on the larger design for the Organ Pavilion parking structure, excavation under the Half-Plaza Alternative can be expected to result in greater landform alteration compared to the project. The majority of the Central Mesa is comprised of artificial slopes associated with the Park's original development. Therefore, Impacts to natural landforms would be less than significant for both the Organ Pavilion Parking Structure Alternative and the project.

Issue 4: Development Features

Several retaining walls of up to 24 feet in height likely would be required in conjunction with the parking structure, and would be located adjacent to the southern extension of Centennial Road. Retaining walls would be located in lesser visible areas and would be screened through appropriate landscape treatments. Visual impacts associated with use of retaining walls would be less than significant, for both this alternative and the project.

d. Transportation/Circulation and Parking

The TIA prepared for the project includes analysis of the Half-Plaza Alternative for the existing plus Half-Plaza Alternative, years 2015 (near-term) and 2030 (cumulative). Roadway segments were evaluated and mitigation identified for weekday impacts only, as roadway segments are typically based on weekday conditions. However, the intersections were evaluated for weekday and weekend, but mitigated for weekend (worst-case) impacts only. This is due to the fact that Park use normally peaks during the weekends and peak hour intersections are typically a more accurate indicator of actual traffic operations as compared to daily roadway segments. This is consistent with previous traffic analyses within the Balboa Park area. Also, the internal intersections were evaluated during the AM peak periods only, as volumes for these periods are generally higher than the PM peak periods, thus representing a worst-case analysis.

Issue 1: Traffic Capacity

In 2015, the Half-Plaza Alternative would have a total of seven intersections and roadway segments that would operate poorly. Of the seven, three would have significant impacts, two of which are unmitigable.

The following intersection impact is due to queuing spillback to adjacent intersections. The intersection is already built to its ultimate street classifications, thus the impact is unmitigable:

- El Prado/Plaza de Panama

The following roadway segment would also have a significant unmitigable impact:

- The Mall south of El Prado

In 2030, the Half-Plaza Alternative would have a total of fifteen intersections and segments that operate poorly. Of the fifteen, four would have a significant impact, two of which are unmitigable.

The following intersection impact is due to queuing spillback to adjacent intersections. The intersection is already built to its ultimate street classifications, thus the impact is unmitigable:

- El Prado/Plaza de Panama

The following roadway segment would also have a significant unmitigable impact:

- The Mall south of El Prado

The intersection of El Prado/Plaza de Panama would continue to operate at a LOS F and would have an increase in queuing lengths in comparison to the No Project/No Development Alternative due to the pedestrian/vehicular conflicts in the southern half of the Plaza de Panama in both the near-term and 2030 that would be deemed significant, unmitigable impacts. Impacts would be greater under this alternative than with the project, which by comparison, would have no significant, unmitigable impacts associated with traffic capacity or operations within the study area roadways and intersections.

Issue 2: Circulation and Access

The Half-Plaza Alternative would retain two-way vehicular access to the Central Mesa from the east, similar to the existing condition and to the project. Vehicular access from the west would be via the Cabrillo Bridge along El Prado. This alternative would remove vehicular traffic from half of the Plaza de Panama, the Organ Pavilion parking lot, and the Alcazar parking lot, resulting in a reduction in vehicular/pedestrian conflicts. As with the project, the Half-Plaza Alternative would also allow for adequate emergency access to the Plaza de Panama and throughout the project area, in accordance with mandatory standards and requirements. High pedestrian/vehicular conflict areas and volumes especially at the El Prado/Plaza de Panama intersection are expected to cause considerable queuing that is anticipated to spillback to nearby adjacent intersections (tram drop-off areas and valet drop-off areas). Impacts to circulation would, therefore, be significant and greater than the project. Thus, like the project, access impacts associated with this alternative would be less than significant.

Issue 3: Parking

The Half-Plaza Alternative would provide a net gain of 229 parking spaces, ~~similar~~ slightly less than the project. Parking removed from the Plaza de Panama and Alcazar parking lot would be replaced in a parking structure at the location of the existing Organ Pavilion parking lot. This structure would be larger than the structure included in the project, in order to replace the parking removed from the Plaza and Alcazar parking lot, and to accommodate ADA spaces.

This alternative would, therefore, provide similar parking to the project; but would not have ADA-accessible parking in as close proximity to the Park's institutions. Parking impacts would be less than significant for both the Half-Plaza Alternative and the project.

Issue 4: Traffic Hazards

Similar to the project, with the removal of parking from the Plaza de Panama, pedestrian access would be improved and the existing pedestrian/vehicular traffic conflicts associated with the Plaza de Panama area would be mostly alleviated. Thus, like for the project, traffic hazards associated with this alternative would be less than significant. However, pedestrian/vehicular conflicts are still anticipated to occur within the Mall. The pedestrians would have to interact with vehicles twice (northbound vehicular traffic and southbound vehicular traffic) when crossing the Mall. Overall, the Half-Plaza Alternative would improve pedestrian circulation and safety and would not result in significantly adverse pedestrian circulation impacts. However, the project would construct the Pan American Promenade to connect the new rooftop park to the back of the Organ Pavilion and Mall; and a new elevated walkway in the reconfigured Alcazar parking lot to connect from the lot to the Plaza de Panama. Thus, the Half-Plaza Alternative would provide fewer benefits, because it would remove 10 of the 20 existing pedestrian/vehicular conflict areas as compared to 14 for the project.

e. Air Quality

Issue 1: Plan Consistency

The Half-Plaza Alternative, like the project, would not include a change in land use from the City's General Plan and is, therefore, considered to be consistent with the growth assumptions in the SIP's RAQS for San Diego. Impacts would be less than significant for both this alternative and the project.

Issue 2: Violation of Air Quality Standards

Like the project, the Half-Plaza Alternative would not contribute to an exceedance of air quality standards, because it would not introduce any new stationary sources of emissions. Impacts associated with violations of air quality standards would therefore, be less than significant for both this alternative and the project.

Issue 3: Increase in Particulates or Ozone

Construction-related emissions (particulates) from demolition and grading, construction vehicles, and chemicals used during construction would be similar, or slightly less, with this alternative than the project, as this alternative would not construct the Centennial Bridge or regrade the Alcazar parking lot. There is no expectation of a net increase in ADT under this alternative or the project; therefore, the Half-Plaza Alternative's operational air quality emissions would be roughly comparable to the project. Construction and operation-related impacts would be less than significant for both the project and this alternative.

Issue 4: Sensitive Receptors

A hot spot analysis was conducted for the project's Alcazar parking lot improvements, and is summarized in Chapter 4.5. Impacts to sensitive receptors were found to be less than significant with implementation of the project. Under the Half-Plaza Alternative, the Alcazar parking lot would be converted to parkland; therefore, impacts to sensitive receptors from hot spots would not occur under this alternative. Impacts would be less than significant and less than the project.

f. Biological Resources

Issue 1: Sensitive Species

The Half-Plaza Alternative, similar to the project, has the potential to result in direct and indirect impacts to nesting raptors and species covered under the MBTA during construction activities. These impacts would be significant and require mitigation. This alternative does not include the Centennial Bridge or grading associated with the Alcazar parking lot; therefore its implementation would likely affect fewer trees/nesting birds than the project, because the trees within Cabrillo Canyon (over which the Centennial Bridge would span) would not be disturbed. Nonetheless, the mitigation measure **BR-1** identified in Section 4.6 for the project would also be required to be implemented this alternative and would reduce sensitive species impacts to below a level of significance.

Issue 2: Sensitive Habitat

No sensitive vegetation communities or habitats occur within the project area. Therefore, this alternative would not have a significant impact to sensitive habitat. Impacts would be similar to the project and less than significant.

Issue 3: Wildlife Corridors

Because the project area is located at the top of an urban canyon system and is not part of a major wildlife movement corridor, there would be no impacts to wildlife movement due to implementation of the Half-Plaza Alternative or the project.

Issue 4: Invasive Species

As with the project, City regulations require the Half-Plaza Alternative to include a conceptual landscape plan, incorporated into the project design, which ensures that indirect effects due to invasive species would not occur. As such, impacts would be less than significant for the Half-Plaza Alternative, and the project.

Issue 5: MSCP

The project area is not adjacent to the City of San Diego's MHPA. However, the project would dispose of soil export from grading operations off-site at the Arizona Street Landfill on the East Mesa, which is adjacent to MHPA land in Florida Canyon. The Half-Plaza Alternative would also construct a subterranean parking structure, and generate a slightly greater amount soil export. Both the project and this alternative would comply with the MHPA Land Use Adjacency Guidelines mitigation measure (**LU-1**). Therefore, neither the project nor this alternative would conflict with the provisions of the MSCP, and impacts would be less than significant with mitigation.

g. Energy Conservation***Issue 1: Energy Use***

Development under Half-Plaza Alternative would result in proportionally less short-term construction energy consumption compared to the project, because it would not construct the Centennial Bridge and Road.

Through participation in the Balboa Park Cultural Partnership's park-wide sustainability program and Economic and Environmental Sustainability Strategic Plan for Balboa Park and through compliance with the California Green Building standards, the Half-Plaza Alternative (and the project) would consume less-than-average rates of energy. Long-term operational energy use associated with the consumption of electricity and natural gas, water, solid waste and vehicle use on a long-term basis would be less than significant for both the project and this alternative.

h. Geologic Conditions***Issues 1 and 2: Geologic Hazards/Unstable Geologic Unit or Soils***

While development under the Half-Plaza Alternative would eliminate the construction of the Centennial Bridge and the road near Palm Canyon from the development plan, the Organ Pavilion parking structure and rooftop park and pedestrian improvements in the Plaza and along El Prado, would be built. As identified in Section 4.8, undocumented fill occurs throughout the Central Mesa and would be unsuitable for structures. Therefore, similar to the project, the removal and recompaction of the undocumented fill would be required under this alternative. Geologic impacts would be less than significant for both the project and this alternative.

Issue 3: Erosion

Grading activities associated with this alternative, while incrementally less than the project, could result in erosion potential during and/or after grading. Conformance with the City's grading ordinance, CBC, and implementation of the recommendations

described in the Geotechnical Investigation would ensure that erosion impacts would be less than significant for both the project and this alternative.

i. Greenhouse Gases

Issue 1: GHG Emissions

The Half-Plaza Alternative can be expected to generate similar, or slightly fewer quantities of construction-related GHG emissions than the project, because it would not construct the Centennial Bridge or Alcazar Lot improvements. Annual operational GHG emissions associated with the Half-Plaza Alternative's energy and water use, and waste disposal would be comparable to the project. Because the Half-Plaza Alternative's GHG emissions would not exceed 900 MTCO₂E per year (based on the project's emissions of 386 MTCO₂E), GHG emissions impacts under the Half-Plaza Alternative would be less than significant; and incrementally less than the project.

Issue 2: Consistency with Plans, Policies, and Regulations

As described above, because the Half-Plaza Alternative would incorporate similar project design features, emit less than 900 MTCO₂E annual emissions, and not increase traffic, it would also not be cumulatively considerable or thereby conflict with statewide GHG emissions targets. GHG plan consistency impacts would be less than significant; and the same as the project.

j. Health and Safety/Hazardous Materials

Issue 1: Hazardous Materials

No hazardous materials have been identified on the project site. Similar to the project, development of the Half-Plaza Alternative would not create a significant hazard to the public or the environment through release of hazardous materials. Impacts associated with health and safety and hazardous materials under both the project and this alternative would be less than significant.

Issue 2: Emergency Response

The Half-Plaza Alternative has not yet been subject to Fire Department review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in response times beyond acceptable standards, and does not constrain fire/emergency response in the area. The Half-Plaza Alternative impacts to emergency response would be less than significant, and similar to the project.

k. Hydrology

Issues 1 and 2: Runoff and Drainage Patterns

Implementation of the Half-Plaza Alternative, similar to the project, would result in a slight increase to impervious surfaces; however, it would not result in significant flooding or other hydrologic impacts to upstream/downstream properties or environmental resources. The Half-Plaza Alternative would maintain comparable flow rates, given its similarity to the project in terms of development footprint and total grading quantity. However, because the Half-Plaza Alternative does not include the project's Centennial Bridge or Alcazar parking lot components, its development footprint and associated impervious surfaces would be slightly less than the project.

Hydromodification management design features, including LID and BMPs, are required to be incorporated into new development projects to manage, detain, and attenuate post-project runoff and to maintain or reduce pre-project downstream erosion conditions (pursuant to the Hydromodification Management Requirements outlined in Section 4.5 of the City of San Diego Storm Water Standards Manual, January 2011). These measures would also ensure that the overall drainage pattern of the project area would not be substantially altered. The Half-Plaza Alternative, same as the project, would incorporate such design measures and conform with applicable federal, state, and City standards. Overall, under this alternative, hydrological impacts would be less than significant.

l. Noise

Issue 1: Noise/Land Use Compatibility

The Half-Plaza Alternative would remove vehicles from fewer locations than the project, and while noise/land use compatibility impacts would be less than significant (based on the findings of the project analysis), the positive effects of pedestrianization on reducing noise levels at Park institutions would be less with the Half-Plaza Alternative compared to the project. The Half-Plaza Alternative would only partially remove vehicles from the Plaza de Panama and completely from the Alcazar parking lot, thereby reducing noise levels in these areas and in the surrounding museums and institutions. Noise/land use compatibility associated with the Half-Plaza Alternative would be less than significant and similar to the project.

Issue 2: Traffic Generated Noise

The Half-Plaza Alternative, like the project, would not generate new traffic, and therefore, would not increase noise levels due to increased traffic within the Park. The Half-Plaza Alternative would, however, reconfigure vehicle travel, which would result in changes to the existing noise pattern. The Half-Plaza Alternative would increase the distance between vehicle traffic and the Alcazar Garden by removing vehicles altogether

from the Alcazar parking lot. Elsewhere, however, the Half-Plaza Alternative's reconfigured the circulation would do little to increase distances between vehicle traffic and sensitive receptors, as compared to the project. In the Half-Plaza Alternative, vehicles would still travel through the Plaza de California, along El Prado, the Mall, and through the south half of the Plaza de Panama. The project would remove vehicular traffic from these areas. The Half-Plaza Alternative is not expected to generate significant traffic noise, and impacts would be less than significant, similar to the project.

Issue 3: ALUCP Compatibility

The ALUCP for the SDIA (i.e., Lindbergh Field) shows that the southerly portion of the Half-Plaza Alternative and project site lies within the 60–65 CNEL contour of the airport. This is shown in Figure 4.12-2. The ALUCP for Lindbergh Field indicates that noise-sensitive uses are compatible when noise levels are less than 65 CNEL. In the case of the Half-Plaza Alternative, same as the project, the only new noise-sensitive use that would occur within the airport's 65 CNEL contour would be the rooftop park. This is considered in the ALUCP as being a land use compatible with the 65 CNEL. Therefore, the Half-Plaza Alternative, same as the project, would have less than significant ALUCP/aircraft noise compatibility impacts.

Issue 4: On-Site Generated Noise

In the case of the Half-Plaza Alternative, same as the project, the Organ Pavilion parking structure comprises a new on-site noise generating source. While the parking capacity of this structure in the Half-Plaza Alternative may be larger than the project, the location and general design of the structure would be the same. Therefore, the project analysis of the potential effects of the Organ Pavilion parking structure on the noise environment included in Chapter 4.12, would apply to the Half-Plaza Alternative. Periodic noise would result from use of the parking structure; the worst-case hourly noise level was determined to be 62.4 dB(A) $L_{eq(1)}$ at 50 feet. Parking structure activity noise at the nearest receptors (Organ Pavilion, Hall of Nations/U.N. Building, and Hall of Champions), which would not result in a significant increase in noise and would not exceed noise ordinance limits. Therefore, for the Half-Plaza Alternative, and the project, noise impacts due to parking structure activities would be less than significant.

Issue 5: Temporary Construction Noise

Noise would be generated during construction activities from construction equipment and hauling trucks. Outdoor use areas would be subject to effects of construction noise. Outdoor uses in proximity to improvement areas for the Half-Plaza Alternative include the Alcazar Garden, House of Hospitality, Organ Pavilion, the Botanical Garden, the International Cottages and the Japanese Friendship Garden. Exterior construction noise impacts to all of these areas would be less than significant for the Half-Plaza Alternative, similar to the project.

Interior noise levels in the museums and institutions could exceed the 45 dB interior noise standard. The Half-Plaza Alternative would have the same potential for interior noise effects as the project. The House of Charm, House of Hospitality and the Plaza de Panama area institutions, would be potentially impacted. Because this alternative would have fewer construction areas than the project (the Centennial Bridge, Centennial Road, El Prado components), it would avoid the project's interior noise impacts on the westerly institutions such as the Old Globe Theatre and the Museum of Man. Impacts for both the Half-Plaza Alternative and the project would be significant and require mitigation. The mitigation measure, **N-1**, identified for the project precludes construction during special events and proscribes various noise-minimizing measures on construction equipment, construction staging, and parking areas. This same mitigation measure could be applied to the Half-Plaza Alternative. Construction noise impacts would, however, remain potentially significant and be similar to the project.

m. Paleontological Resources

Issue 1: Paleontological Resources

Grading operations associated with the Half-Plaza Alternative would require similar quantities of cut and fill as the project, which would exceed the 1,000 cy threshold for the high paleontological sensitivity areas. Therefore, like the project, impacts resulting from development of this alternative would be potentially significant and require mitigation similar to the project to reduce impacts to less than significant levels. The mitigation measure **PAL-1** identified in Chapter 4.13 for the project would also be required to be implemented for the Half-Plaza Alternative. Impacts for both this alternative and the project would be less than significant after mitigation.

n. Public Services and Facilities

Issue 1: Fire, Police, and Public Facilities/Roads Maintenance

Fire Protection and Emergency Medical Services

The Half-Plaza Alternative has not yet been subject to Fire-Rescue review, but is bound by the same mandatory Code requirements to ensure its design provides adequate emergency access, does not result in an increase in response times beyond acceptable standards, does not constrain fire/emergency response in the area, and does not require an increases in department staffing, facilities, or equipment. Impacts to Fire Protection and Emergency Medical Services under the Half-Plaza Alternative would be less than significant and the same as the project.

Police Protection

New or expanded police facilities would not be needed for the project, and therefore impacts to police protection would be less than significant for the project. The same

conclusion can generally be made for the Half-Plaza Alternative because it, like the project, would not include uses or a circulation pattern that would result in an increased demand for police services. The Half-Plaza Alternative, like the project, would be required to consult with the Police Department and to follow crime prevention design guidelines as part of the plan check submittal process. As such, the Half-Plaza Alternative impacts to police protection would be less than significant, similar to the project.

Public Facilities/Road Maintenance

As with the project, the Half-Plaza Alternative would recover the cost of maintaining the parking structure through revenues generated by paid parking within the new parking facility. This would also cover the cost of maintaining parking structure related facilities, including housekeeping, trash removal, utilities, operational systems, equipment, elevators, and landscaping. The cost of maintaining the remaining improvements would be accomplished through current City funding sources. Therefore, impacts associated with public facilities and road maintenance would be less than significant. This is the same as the project.

o. Public Utilities

Issue 1: Water

The Half-Plaza Alternative is anticipated to demand slightly more water than the project, since it would create a larger rooftop park behind the Organ Pavilion and convert the existing Alcazar parking lot to open parkland. Regardless, the increase in water demand by the project or Half-Plaza Alternative would not trigger substantial changes to the existing on-site water system or create a significant increase in demand for water. Like the project, impacts would be less than significant.

The project incorporates drought-resistant landscaping where feasible and water conservation features such as low-flush toilets, low-flow faucets, and timers on irrigation sprinklers to reduce water demands. The Half-Plaza Alternative would also be bound by City landscaping requirements and the building code, specifically the California Green Building Standards, to minimize water consumption in both its indoor facilities and outdoor water use. Therefore, impacts associated with water supply/water system would be less than significant for both the Half-Plaza Alternative and the project.

Issue 2: Wastewater

The project is not projected to generate new demand for sewer capacity, and therefore, would not require substantial changes to the existing on-site wastewater infrastructure. In general, these same or similar sewer infrastructure modifications would be required of

the Half-Plaza Alternative. These modifications are not considered substantial and impacts would be less than significant for both the project and the Half-Plaza Alternative.

Issue 3: Solid Waste

The Half-Plaza Alternative, like the project, is not anticipated to increase visitorship within the Park; therefore, during post-construction/occupancy the condition would be the same as the existing condition. Solid waste impacts associated with the post-construction/occupancy phase of the Half-Plaza Alternative would, thus, be less than significant, similar to the project.

With regard to construction waste, the Half-Plaza Alternative would not include the construction of the Centennial Bridge. It would also not include the same quantities of demolition/construction associated with the project's Plaza de California and El Prado components. Similar to the project, as a condition of approval, implementation of a final WMP would be verified in order to ensure that impacts would be less than significant.

Issue 4: Energy Infrastructure

The Half-Plaza Alternative, like the project, would require the relocation of existing SDG&E and AT&T utilities where they conflict with grading or construction activities. These actions do not comprise substantial alteration of existing utilities which would create physical impacts. Also, the construction of permanent new energy infrastructure (e.g., transformers, poles, substation) would not be required for implementation of this alternative (or the project). Thus, energy infrastructure impacts would be less than significant for both the Half-Plaza Alternative and the project.

p. Water Quality

Issue 1: Pollutant Discharge

Construction activities under the Half-Plaza Alternative could result in contaminated runoff throughout the project site. Compliance with federal, state, and local water quality standards is assured through adherence to the City's Storm Water Standards and conditions placed on building permits prior to project approval. Adherence to the City's Storm Water Standards is considered to preclude water quality impacts. The Half-Plaza Alternative would also be required to adhere to the City's Storm Water Standards, and would include treatment control BMPs (similar to the project). Through these actions, the potential impacts to water quality would be avoided or reduced to a less than significant level for both the Half-Plaza Alternative and the project.

9.3.4Biv.3 Conclusion Regarding the Half-Plaza Alternative

This alternative would avoid the project's significant and unmitigable secondary land use (plan consistency), historical resources (built environment), and visual quality

(architectural character) impacts associated with the Centennial Bridge component of the project, but would create other significant and unmitigable impacts associated with the El Cid Island/Mall extension.

Implementation of the Half-Plaza Alternative would result in significant and unmitigable land use (plan consistency) and historical resources (built environment) due to the El Cid Island component. Additionally, this alternative would result in one significant unmitigable traffic capacity impact to an internal intersection in both 2015 and 2030, attributable to queuing in the Plaza de Panama, also therefore, constituting a significant unmitigable circulation impact.

Like the project, implementation of the Half-Plaza Alternative would result in significant and unmitigable noise (temporary construction noise) impacts; and significant mitigable impacts to biological resources (raptors), historical resources (archaeological), and paleontological impacts. These same impacts would occur to a lesser extent under the Half-Plaza Alternative because of the reduced development intensity associated with this alternative (less intensive construction without the bridge).

This alternative would attain, or partially attain, some of the project objectives, as it would place additional parking within proximity to the Park's institutions (Objective 3). However, because it would not entirely remove vehicles from El Prado, Plaza de California, the Plaza de Panama, the Mall, or a portion of Pan American Road (Objective 1), or restore pedestrian and park uses to El Prado and Plaza de California (portion of Objective 2), these objectives would only be partially met. This alternative also would provide fewer benefits than the project through reducing fewer pedestrian/vehicular conflicts and providing no ADA parking in proximity to the Park's institutions.

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9.3.5 Phased Alternative

This alternative is a phased approach of the proposed project in an effort to reduce impacts on park operations. The phases included below, rely solely on details as submitted by a member(s) of the public.

9.3.5.1 Description of the Phased Alternative

The collective construction included in the four phases would be the same as the project. Because this alternative essentially contains identical components as the project (but arranged in different order of implementation) the reader can refer to the project analysis in Chapter 4.0 for the specific environmental sub-issue evaluations. The analysis which follows, examines each phase individually.

Development under this alternative would occur in four phases on an “as needed” basis (Figure 9-13). Each subsequent phase would not occur unless and until there was a need due to insufficient parking, pedestrian/vehicular conflicts, or impacts on overall Park use. The phases are defined as follows:

Phase 1: Phase 1 would include the elimination of parking and valet operations within Plaza de Panama, but continue to allow through vehicle traffic (see Figure 9-13). The landscape and hardscape improvements identified for the project would also be implemented with Phase 1 for most of Plaza and the east Mall, including new lawn panels, trees, and furniture. The two shallow reflecting pools in the Plaza de Panama would not be included in this Phase. Alcazar parking lot would be regraded and reconfigured to accommodate ADA parking and valet services at this phase. If parking continues to be insufficient, Phase 2 would be initiated.

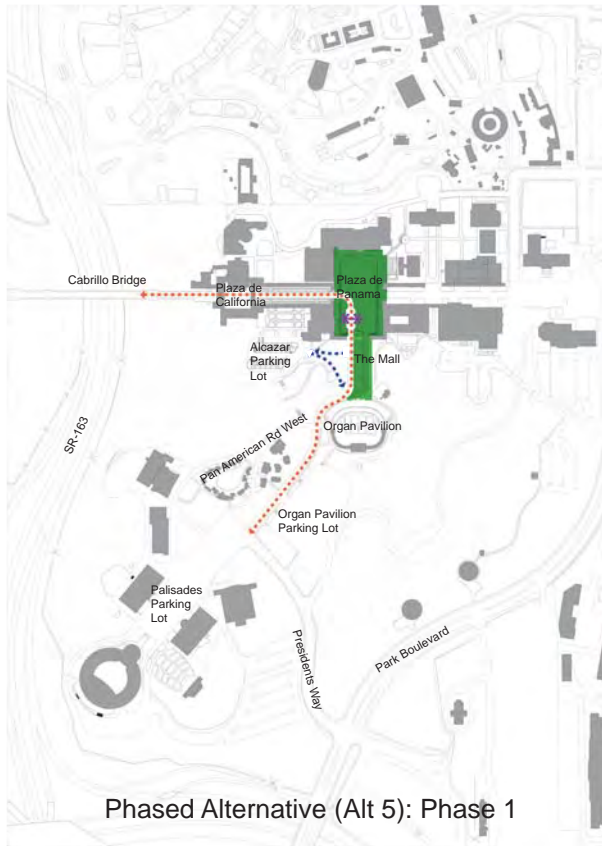
Phase 2: Phase 2 would add the Organ Pavilion parking structure and rooftop park, accessible by a portion of the Centennial roadway (similar to the roadway and grade separation included in the Central Mesa Precise Plan Alternative) (see Figure 9-13). Export soil generated from the parking structure excavation would be disposed of at the Arizona Street Landfill, similar to the project. The tram loop from the parking structure to Plaza de Panama would be activated. If pedestrian/vehicular conflicts remain a problem, Phase 3 would be initiated.

Phase 3: Phase 3 would close the Cabrillo Bridge to vehicular traffic and include the pedestrianization and restoration of El Prado, the western Mall, and the remainder of the Plaza de Panama, including the addition of the two shallow reflecting pools (see Figure 9-13). Centennial Road also would be completed under this phase and connect the Organ Pavilion parking structure to the Alcazar parking lot. New trees and foundation plantings would be placed along El Prado. If the bridge closure is determined to be too great an impact on Park and institution usage, Phase 4 would be initiated.

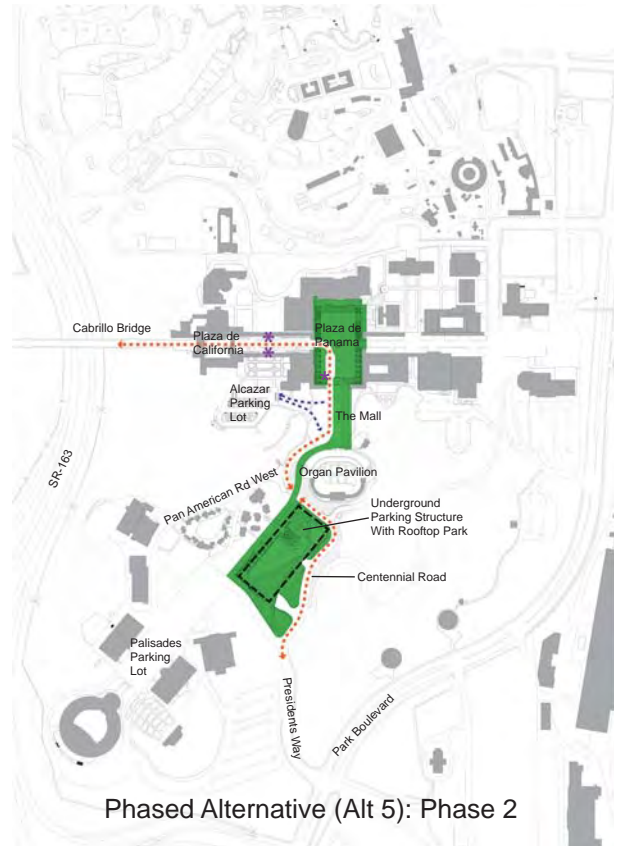
Phase 4: Phase 4 would be the construction of the Centennial Bridge, as defined in the project (see Figure 9-13).

The following were the triggers used for each phase:

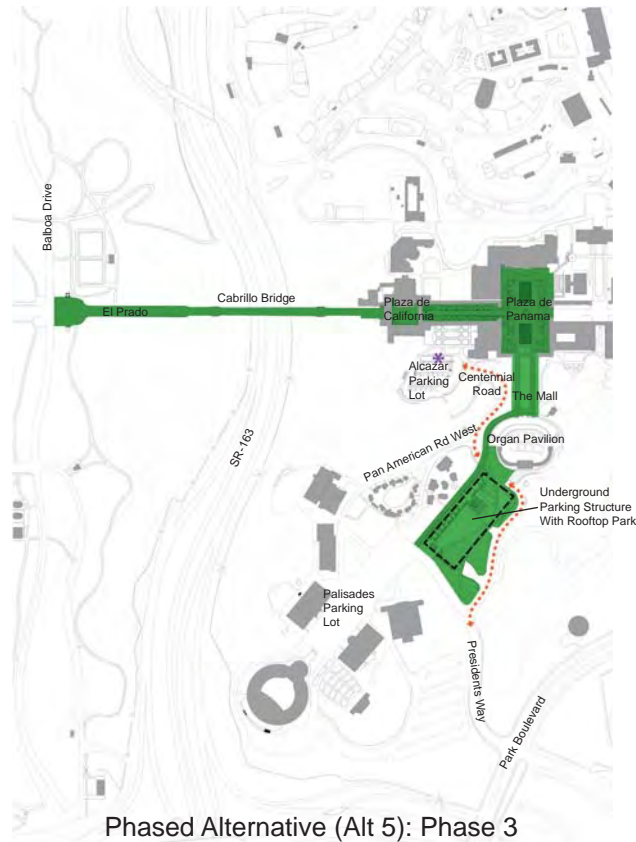
- For Phase 1, if Central Mesa area parking is anticipated to continue to be over capacity (85 percent), then go to Phase 2.
- For Phase 2, if pedestrian/vehicular conflicts are not reduced by at least 50 percent, then go to Phase 3.
- For Phase 3, If internal roadways and intersections are calculated to operate poorly (LOS E and LOS F), then go to Phase 4.



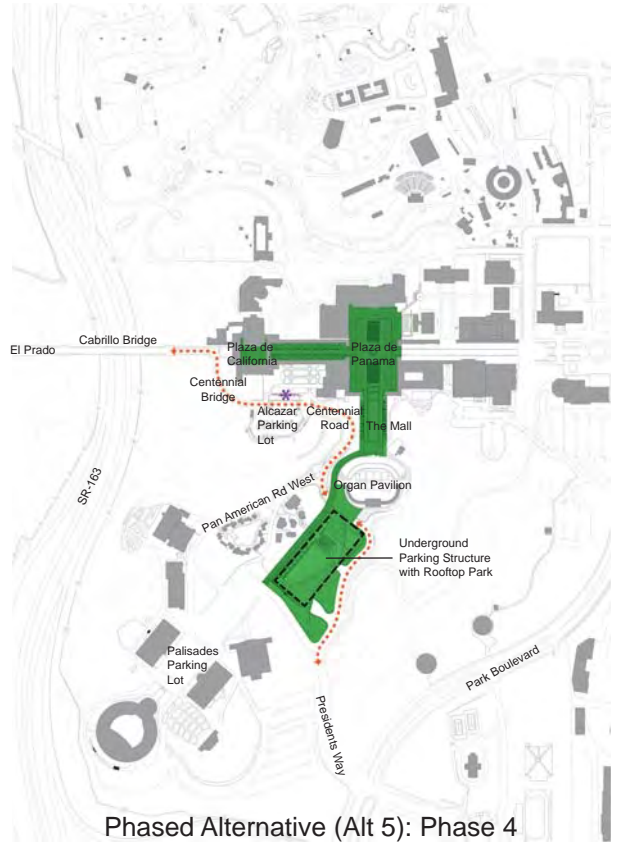
Phased Alternative (Alt 5): Phase 1



Phased Alternative (Alt 5): Phase 2



Phased Alternative (Alt 5): Phase 3



Phased Alternative (Alt 5): Phase 4

- Parkland Reclamation
- Two-way Vehicle Access
- Drop-off Location
- Parking Structure
- One-way Vehicle Access

No Scale



FIGURE 9-13

Phased Alternative (Alt 5): Phases 1-4

9.3.5.2 Environmental Analysis of the Phased Alternative

a. Land Use

Phase 1: Regrading of the Alcazar parking lot for ADA accessibility would result in minor encroachment into ESL steep slopes. The pedestrianization of the Plaza de Panama would not create any inconsistencies with the City's General Plan, the BPMP, the CMPP, or development regulations; however, amendments to both the BPMP and CMPP would be required to allow for changes the Park's circulation plan. The circulation plan amendments would result in significant unmitigable secondary land use impacts with respect to traffic capacity with implementation of this phase.

Phase 2: Like the project, the construction of the Organ Pavilion parking structure would be inconsistent with the BPMP and CMPP due to the reduction in the number of parking spaces which would be created. As for the project, this inconsistency would be reconciled through an amendment to the BPMP and CMPP. Amendments to both the BPMP and CMPP also would be required to allow for changes the Park's circulation plan. The circulation plan amendments would result in significant unmitigable secondary land use impacts with respect to traffic capacity with implementation of this phase.

Construction of the Organ Pavilion parking structure, a portion of Centennial Road and disposal of soil export at the Arizona Street Landfill would have less than significant secondary impacts (with mitigation) associated with development standard or plan inconsistency.

Phase 3: Implementation of this phase would close the Cabrillo Bridge to vehicular traffic, allowing the core of the Central Mesa to be accessible by pedestrians (and bicycles) only. This phase would be inconsistent with the BPMP and CMPP. Amendments to both the BPMP and CMPP would be required to allow for changes the Park's circulation plan (closure of the Cabrillo Bridge). The circulation plan amendments would result in significant unmitigable secondary land use impacts with respect to traffic capacity.

Phase 4: Development of this phase would construct the Centennial Bridge, connecting to the reconfigured Alcazar parking lot, and also the Centennial Road that routes traffic out of the parking lot, past the Organ Pavilion parking structure and to Presidents Way. As discussed in Sections 4.1 and 4.2, construction of the Centennial Bridge would be inconsistent with historic preservation policies found in the Historic Preservation, Recreation and Urban Design Elements of the City's General Plan; the City's HRR, and with SOI Rehabilitation Standards 2 and 9. While deviations to development regulations may be approved, secondary land use impacts to the NHL, under this phase of this alternative, would be significant and unmitigable.

Overall, land use impacts associated with the Phased Alternative would be as follows:

- Phase 1: significant and unmitigated.
- Phase 2: significant and unmitigated.
- Phase 3: significant and unmitigated.
- Phase 4: significant and unmitigated.

b. Historical Resources

Phase 1: Development of this phase would require re-grading of the Alcazar parking lot for ADA accessibility. As discussed in Section 4.2, it was determined that project grading would not result in impacts to any known significant archeological resources. However, there is the possibility of unknown subsurface prehistoric or historic deposits to be present. Because there is a potential for uncovering subsurface prehistoric/historic resources on the project site, a potentially significant impact could result from implementation of this phase of this alternative. With the implementation of mitigation similar to the project (**HR-1**) potentially significant impacts to archaeological resources would be reduced to less than significant levels. No impacts to historical resources would occur as a result of Phase 1 implementation.

Phase 2: Development of this phase would result in construction of the Organ Pavilion parking structure, construction of the remainder of Centennial Road and disposal of soil export at the Arizona Street Landfill. As discussed in Section 4.2, it was determined that project grading would not result in impacts to any known significant archeological resources. However, there is the possibility of unknown subsurface prehistoric or historic deposits to be present. Because there is a potential for uncovering subsurface prehistoric/historic resources on the project site, a potentially significant impact could result from implementation of this phase of this alternative. With the implementation of mitigation similar to the project (**HR-1**) potentially significant impacts would be reduced to less than significant levels. No impacts to historical resources would occur as a result of Phase 2 implementation.

Phase 3: No impacts to archaeological or historic resources would occur from closing the Cabrillo Bridge to vehicular traffic or restoration of El Prado, the Mall, or remainder of the Plaza de Panama.

Phase 4: Development of this phase would construct the Centennial Bridge and road to connect the reconfigured Alcazar parking lot to the Organ Pavilion parking structure. The development of the Centennial Bridge would adversely affect the historic spatial relationships of the California Quadrangle complex and be inconsistent with SOI Rehabilitation Standards 2 and 9, thereby resulting in a significant impact to the NHL. No feasible mitigation is available and impacts would remain be significant and unmitigable.

Overall, impacts to historic resources associated with the Phased Alternative would be as follows:

- Phase 1: less than significant.
- Phase 2: less than significant.
- Phase 3: less than significant.
- Phase 4: significant and unmitigated.

c. Visual Effects and Neighborhood Character

Phase 1: Under Phase I, the Plaza de Panama would be pedestrianized, and the rest of the landscape and hardscape improvements would also be implemented with this alternative, including new lawn panels, trees, furniture, and two shallow reflecting pools in the Plaza de Panama. These improvements would have a beneficial effect and no impacts to Major View Corridors identified in the CMPP and architectural style would occur. No substantial landform alteration would occur with implementation of Phase 1, and impacts associated with minor regrading of the Alcazar parking lot would be less than significant.

Phase 2: Phase 2 would not result in adverse effects to public views or architectural style; impacts would be less than significant. Excavation would occur in conjunction with the parking structure and placement of soil export would occur at the Arizona Street Landfill; however, no natural landforms would be affected, and therefore, visual impacts associated with the construction of the parking structure at the Organ Pavilion location would be less than significant.

Phase 3: Closing the Cabrillo Bridge to vehicular traffic and pedestrian restoration of El Prado, the Mall, and the remainder of the Plaza would not result in any effect to the visual environment, or require landform alteration of any kind. Therefore, no impacts would occur.

Phase 4: The construction of the Centennial Bridge would result in potentially significant impacts associated with architectural character of the project site. The introduction of a modern architectural element to a historic setting would be a significant impact. No feasible mitigation has been identified for this, and the impact would remain significant and unmitigated under this alternative.

Overall, visual quality impacts associated with the Phased Alternative would be as follows:

- Phase 1: less than significant.
- Phase 2: less than significant.
- Phase 3: less than significant.
- Phase 4: significant and unmitigated.

d. Traffic/Circulation and Parking

The TIA prepared for the project includes analysis of the Phases Alternative for the existing plus Phased Alternative, years 2015 (near-term) and 2030 (cumulative). Roadway segments were evaluated and mitigation identified for weekday impacts only, as roadway segments are typically based on weekday conditions. However, the intersections were evaluated for weekday and weekend, but mitigated for weekend (worst-case) impacts only. This is due to the fact that Park use normally peaks during the weekends and peak hour intersections are typically a more accurate indicator of actual traffic operations as compared to daily roadway segments. This is consistent with previous traffic analyses within the Balboa Park area. Also, the internal intersections were evaluated during the AM peak periods only, as volumes for these periods are generally higher than the PM peak periods, thus representing a worst-case analysis. Four different phases have been identified and assessed based on various analysis components of the other alternatives. The following is a summary of each phase:

Phase 1: Based on the parking demand studies, elimination of parking and valet operations within the Plaza de Panama, indicate parking occupancies at, or over capacity (85 percent) in the project area.

Phase 1 would have similar impacts to the Modified Precise Plan without Parking Structure Alternative. In 2015, a total of six intersections and roadway segments would operate poorly. Of the six, one would have a significant impact that is unmitigable due to queuing spillback to adjacent intersections, and is listed below.

The following intersection is already built to its ultimate street classifications, thus the impact is unmitigable:

- El Prado/Plaza de Panama

In 2030, if only Phase 1 were implemented, a total of seventeen intersections and roadway segments would operate poorly. Of the seventeen, one would be a significant and unmitigable impact due to queuing spillback to adjacent intersections, and is listed below.

The following intersection is already built to its ultimate street classifications, thus the impact is unmitigable:

- El Prado/Plaza de Panama

The intersection of El Prado/Plaza de Panama would continue to operate at a LOS F and would have an increase in queuing lengths in comparison to the No Project Alternative due to the increased operation isolated to the southwest corner of the Plaza de Panama in both the near-term and 2030 that would be deemed significant, unmitigable impacts. Phase 1 would have greater impacts with respect to traffic capacity

compared to the project, which has only one mitigable impact for both the near-term and in 2030.

Phase 2: Adding the Organ Pavilion parking structure would increase parking supply within the project area; however, pedestrian/vehicular conflicts at the Plaza de Panama would still remain.

In 2015, like the CMPP, Phase 2 would result in a total of four intersections and roadway segments that operate poorly and have significant impacts. Of the four, one would be unmitigable and listed below:

- Sixth Avenue between Robinson and Upas Street

In 2030, if only Phases 1 and 2 were implemented, there would be a total of fourteen intersections and roadway segments that operate poorly. Of the fourteen, nine would have significant impacts, of which four are unmitigable and listed below.

- Sixth Avenue between Robinson and Upas Street
- Sixth Avenue between Upas Street and Quince Street
- Sixth Avenue between Elm Street and Ash Street
- Zoo Place east of Park Boulevard

Thus, Phase 2 Alternative would have greater impacts with respect to traffic capacity compared to the project, which has only one mitigable impact, for both the near-term and in 2030.

Phase 3: Closing the Cabrillo Bridge is anticipated to reroute Park-destined trips to the Park Boulevard/Presidents Way intersection as the Central Mesa would be limited to access from the east.

Like the Organ Pavilion Parking Structure Alternative, in Phase 3, there are several intersections and roadways which would be significantly impacted in both the 2015 and 2030 conditions. In 2015, Phase 3 would have a total of five intersections and roadway segments that operate poorly. Of the five, four would have significant impacts, one of which is unmitigable and listed below:

- A Street between Sixth Avenue and Park Boulevard

In 2030, if only Phases 1 through 3 were implemented, there would be a total of fourteen intersections and roadway segments that operate poorly. Of the fourteen, eleven would have significant impacts, four of which are unmitigable and listed below.

- Sixth Avenue between Robinson Avenue and Upas Street
- Sixth Avenue between Upas Street and Quince Drive
- Robinson Avenue between Vermont Street and Park Boulevard
- A Street between Sixth Avenue and Park Boulevard

Thus, Phase 3 would have greater impacts with respect to traffic capacity compared to the project, which has only one mitigable impact, for both the near-term and 2030 conditions.

The traffic analysis found that implementation of the Cabrillo Bridge closure alternatives (including Phase 3 of the Phased Alternative) would result in unacceptable LOS along several street segments. Thus, as compared to the project which does not restrict access from the west; this alternative would result in significant and unmitigated impacts to vehicle circulation associated with elimination of the Cabrillo Bridge as an access from the west.

Phase 4: Constructing the Centennial Bridge, as proposed under the project, would alleviate several vehicle pedestrian conflicts, and would resolve most of the traffic impacts that would occur under Phase 3, without western vehicular access to the Central Mesa. One significant, mitigated impact would occur, similar to the project.

- Phase 1: significant and unmitigable.
- Phase 2: significant and unmitigable.
- Phase 3: significant and unmitigable.
- Phase 4: significant and mitigated.

e. Air Quality

Phase 1: The elimination of parking within the Plaza de Panama would not require grading activities; however, some construction activity would occur under this phase with demolition of the existing asphalt parking lot. Regrading and reconfiguration of the Alcazar parking lot would necessitate construction activities identical to those that would occur under the project. Therefore, air quality impacts associated with this phase would be less than significant and similar to the project.

Phase 2: Construction-related emissions including dust generated during demolition and grading, emissions from construction vehicles, and chemicals used during construction of the parking structure would occur during implementation of this phase. As discussed in Section 4.5, the level of maximum daily construction emissions is projected to be less than the applicable thresholds for all criteria pollutants. Therefore, air quality impacts

associated with this phase would be less than significant and less than the project because only the parking structure would be constructed during this phase.

Phase 3: Closing the Cabrillo Bridge would not result in any construction-related emissions. Pedestrian restoration of El Prado, the Mall, and the remainder of the Plaza would require demolition of the existing asphalt roadways and installation of landscape and hardscape improvements, similar to the project. Air quality impacts for this phase would be less than significant and less than under the project, due to the reduced scope of construction activity.

Phase 4: Additional construction activity would result in additional emissions. Like other phases, the level of maximum daily construction emissions is projected to be less than the applicable thresholds for all criteria pollutants. Impacts would be less than significant and less than the project because these emissions would not be generated simultaneously with other construction emissions.

Overall, air quality impacts associated with the Phased Alternative would be as follows:

- Phase 1: less than significant.
- Phase 2: less than significant.
- Phase 3: less than significant.
- Phase 4: less than significant.

f. Biological Resources

Phase 1: Elimination of the existing parking at Plaza de Panama would not require the removal or disturbance of any on-site vegetation or natural land coverings. Regrading and reconfiguring the Alcazar parking lot would result in some disturbance to slopes near the edge of Palm Canyon. Grading in this location could potentially result in indirect impacts to nesting raptors, similar to the project. Impacts to biological resources under this phase would be the same as the project, less than significant with implementation of **BR-1**.

Phase 2: The site of the parking structure is currently disturbed due to the existing Organ Pavilion parking lot. Construction of the subterranean parking structure and rooftop park would not result in impacts to any sensitive vegetation communities or species. Potential impacts to the MHPA associated with the off-site disposal of soil export at the Arizona Street Landfill would be less than significant with adherence to the MHPA Land Use Adjacency Guidelines mitigation measure **LU-1**.

Phase 3: Closing the Cabrillo Bridge would not result in any impacts to biological resources. Pedestrian restoration of El Prado, the Mall, and the remainder of the Plaza de Panama would require demolition of the existing asphalt roadways and installation of landscape and hardscape improvements, similar to the project. Because these

improvements would not occur in proximity to raptor nesting habitat, impacts under Phase 3 would be less than the project and less than significant.

Phase 4: Construction of the Centennial Bridge and road would disturb 0.27 acre of eucalyptus woodland. While this vegetation community is not considered significant, the removal or disturbance of on-site trees could disturb raptor nesting habitat and would be a significant impact. Like the project, this alternative would include mitigation measure **BR-1** to reduce biological impacts to a level that is less than significant.

Overall, impacts to biological resources associated the Phased Alternative would be as follows:

- Phase 1: significant and mitigated.
- Phase 2: significant and mitigated.
- Phase 3: less than significant.
- Phase 4: significant and mitigated.

g. Energy Conservation

Phase 1: Elimination of the existing parking at Plaza de Panama would not result in a substantial increase in energy use because it would not include any new construction or increase the intensity of any operations of the Park. Regrading and reconfiguring the Alcazar parking lot require some energy consumption in association with construction activities. Impacts under this phase would be similar to the project and would be less than significant.

Phase 2: Construction equipment required for construction of the parking structure alone would consume less energy than anticipated for the entirety of the project. Therefore, the short-term increase in energy demand associated with this phase would be less than significant and less than the totality of the project.

Phase 3: Closing the Cabrillo Bridge would not increase energy use. Pedestrian restoration of El Prado, the Mall, and the remainder of the Plaza would require demolition of the existing asphalt roadways and installation of landscape and hardscape improvements, similar to the project. The short-term increase in energy demand associated with this phase would be less than significant and less than the totality of the project.

Phase 4: Energy use associated with the construction of the Centennial Bridge and road would be the same under this phase as under the project; however, because construction of this phase is not simultaneous with any other construction, impacts associated with energy use required for this phase of this alternative is comparatively less than the total energy use required for the project.

Overall, energy use impacts associated with the Phased Alternative would be as follows:

- Phase 1: less than significant.
- Phase 2: less than significant.
- Phase 3: less than significant.
- Phase 4: less than significant.

h. Geologic Conditions

Phase 1: Elimination of the existing parking at Plaza de Panama would not require any grading or excavation activities. Reconfiguration of the Alcazar parking lot for ADA accessibility would require minor regrading and restriping of the lot. As for the project, adherence to the City's Grading Ordinance, CBC, and implementation of the recommendations described in the Geotechnical Investigation (see Appendix G) would ensure that erosion impacts would be less than significant and similar to the project.

Phase 2: As discussed in Section 4.8, undocumented fill was discovered approximately 19 feet below existing grade in the area south of the existing Organ Pavilion parking lot. This undocumented fill is not considered suitable for support of structural fill and/or structural loading. Therefore, remedial grading would be required as part of this phase. Like the project, design measure would be required to ensure that impacts associated with compressible soils would be less than significant. Likewise, grading activities associated with this phase could result in erosion potential during and/or after grading. Conformance with the City's grading ordinance, CBC, and implementation of the recommendations described in the Geotechnical Investigation would ensure that erosion impacts would be less than significant and similar to the project.

Phase 3: Closing the Cabrillo Bridge would not require any grading or excavation activities. Pedestrian restoration of El Prado, the Mall, and the remainder of the Plaza would require demolition of the existing asphalt roadways and installation of landscape and hardscape improvements, similar to the project. Erosion impacts would be less than significant and less than the project.

Phase 4: The construction of the Centennial Bridge and Road could result in erosion potential during and/or after grading. Conformance with the City's grading ordinance, CBC, and implementation of the recommendations described in the Geotechnical Investigation would ensure that erosion impacts would be less than significant and similar to the project.

Overall, geological impacts associated with the Phased Alternative would be as follows:

- Phase 1: less than significant.
- Phase 2: less than significant.

- Phase 3: less than significant.
- Phase 4: less than significant.

i. Greenhouse Gases

Phase 1: The elimination of parking within the Plaza de Panama would not require any grading or excavation activities; however, some construction activity would occur under this phase with demolition of the existing asphalt parking lot. Regrading and reconfiguration of the Alcazar parking lot would necessitate construction activities identical to those that would occur under the project. The net increase in GHG emissions due to construction and operation of the project would not exceed the screening criteria of 900 MTCO₂E per year, and the project is consistent with the goals and strategies of local and state plans, policies, and regulations aimed at reducing GHG emissions; therefore, greenhouse gas impacts associated with this phase would also be less than significant and similar to the project.

Phase 2: Construction and operational-related greenhouse gas emissions would occur during implementation of this phase. As discussed in Section 4.9, the project is consistent with the goals and strategies of local and state plans, policies, and regulations aimed at reducing GHG emissions and would result in a net total of approximately 386 MTCO₂E per year, in part due to additional exterior lighting, additionally energy use in the parking structure. However, the net increase in GHG emissions due to construction and operation of the project would not exceed the screening criteria of 900 MTCO₂E per year; therefore, greenhouse gas impacts associated with this phase would be less than significant and similar to the project.

Phase 3: Closing the Cabrillo Bridge would not result in any greenhouse gas emissions. Pedestrian restoration of El Prado, the Mall, and the remainder of the Plaza would require demolition of the existing asphalt roadways and installation of landscape and hardscape improvements, similar to the project. Impacts for this phase would be less than the project and less than significant.

Phase 4: Additional construction activity associated with the Centennial Bridge would result in additional greenhouse gas emissions. The net increase in GHG emissions due to construction and operation of the project would not exceed the screening criteria of 900 MTCO₂E per year; therefore, greenhouse gas impacts associated with this phase would also be less than significant and similar to the project.

Overall, greenhouse gas impacts associated with the Phased Alternative would be as follows:

- Phase 1: less than significant.
- Phase 2: less than significant.

- Phase 3: less than significant.
- Phase 4: less than significant.

j. Health and Safety/Hazardous Materials

Phases 1 through 4: As discussed in Section 4.10, the project site is not referenced on any database searched by EDR identifying any known hazardous materials on-site. None of the phases included in this alternative would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The construction of the Centennial Bridge and Road and reconfiguration of on-site circulation was determined to be in compliance with City emergency access requirements. No impacts associated with health and safety would occur.

Overall, health and safety and hazardous materials impacts associated with each phase of this alternative would be less than significant, the same as the project.

k. Hydrology

Phase 1: Elimination of the existing parking at Plaza de Panama would not result in the construction, realignment or restructuring of the existing roadways or structures in the Park or introduction of any new impervious surfaces. Regrading and reconfiguring the Alcazar parking lot would necessitate construction activities identical to those that would occur under the project. A small increase in existing impervious surfaces would be associated with this phase. This phase would include permanent storm water management facilities, including LID BMPs and/or Treatment Control BMPs that would help further manage, detain, and attenuate post-project runoff flows prior to discharge. Therefore, like the project built out in its entirety, impacts associated with increased impervious surfaces and associated runoff, and drainage would be less than significant.

Phase 2: Implementation of this phase would not result in any increase to impervious surfaces within the project site, as the existing surface lot behind the Organ Pavilion would be reclaimed as parkland. The parking structure roof would be converted to parkland, which would, however, include some hardscape, or impervious surfaces. As for the project, LID BMPs would be implemented in conjunction with this phase, and impacts associated with impervious surfaces and associated runoff, and drainage would be less than significant.

Phase 3: Closing the Cabrillo Bridge would not increase impervious services or affect the existing drainage of the project site. Pedestrian restoration of El Prado, the Mall, and the remainder of the Plaza de Panama would require demolition of the existing asphalt roadways and installation of landscape and hardscape improvements, similar to the project. Impervious surfaces would be reduced under this phase. Impacts would be less than significant and less than the project.

Phase 4: While the overall drainage area as well as the drainage characteristics in the post-project condition would remain similar as compared to the pre-project conditions (see Table 4.11-1), construction of the Centennial Bridge and Road would increase the amount of impervious surface in the Park. This phase would include permanent storm water management facilities, including LID BMPs and/or Treatment Control BMPs that would help further manage, detain, and attenuate post-project runoff flows prior to discharge. Therefore, like the project built out in its entirety, impacts associated with increased impervious surfaces and associated runoff, and drainage would be less than significant.

Overall, hydrology impacts associated with the Phased Alternative would be as follows:

- Phase 1: less than significant.
- Phase 2: less than significant.
- Phase 3: less than significant.
- Phase 4: less than significant.

I. Noise

Phase 1: Elimination of the existing parking in the Plaza de Panama would not require grading or excavation activities; however, some construction activity would occur under this Phase with demolition of the existing asphalt parking lot and implementation of hardscape and landscape improvements. Also, regrading and reconfiguring the Alcazar parking lot would result in an increase in short-term noise levels associated construction activity. It is likely that temporary interior noise impacts associated with this alternative would be potentially significant. Implementation of mitigation measure **N-1** similar to that discussed in subsection 4.12.6 would reduce temporary exterior and interior construction noise impacts; however, interior impacts could remain significant after mitigation. Because the improvements under Phase 1 would occur independent of other phases, short-term, temporary construction noise impacts would be less than with the project.

This phase does result in changes to existing traffic flow through the Park and would not increase the amount of traffic flowing through the Park; therefore, it would not increase long-term ambient noise levels. Operational noise impacts would be less than significant.

Phase 2: Construction of the Organ Pavilion Parking Structure would result in short-term construction noise impacts to nearly exterior and interior locations. . Like the project, these temporary interior noise impacts would be potentially significant. Implementation of mitigation measure **N-1** similar to that discussed in subsection 4.12.6 would reduce temporary exterior and interior construction noise impacts; however, impacts could remain significant after mitigation. Because these impacts would occur only in locations in proximity to the parking structure (as opposed to the Centennial Bridge and Road at

the same time), impacts occurring during this phase would be less than impacts associated with the totality of the project.

Phase 3: Closing the Cabrillo Bridge would not result in additional noise above the existing condition. Pedestrian restoration of El Prado, the Mall, and the remainder of the Plaza would require demolition of the existing asphalt roadways and installation of landscape and hardscape improvements, similar to the project. This phase would have short-term construction related noise. Like the project, these temporary interior noise impacts would be potentially significant. Implementation of mitigation measure **N-1** similar to that discussed in subsection 4.12.6 would reduce temporary exterior and interior construction noise impacts; however, impacts could remain significant after mitigation.

Phase 4: Construction of the Centennial Bridge and road would result in noise impacts to the interiors of surrounding locations. As discussed under phases 1 and 2, above, these short-term impacts would be potentially significant. Implementation of mitigation measure **N-1** similar to that discussed in subsection 4.12.6 would reduce temporary exterior and interior construction noise impacts; however, impacts could remain significant after mitigation. Because construction of this phase is not simultaneous with any other construction activity, short-term noise would be comparatively less than the total noise associated with the entirety of the project.

Overall, noise impacts under the Phased Alternative would be as follows:

- Phase 1: potentially significant and mitigated.
- Phase 2: potentially significant and mitigated.
- Phase 3: potentially significant and mitigated.
- Phase 4: potentially significant and mitigated.

m. Paleontological Resources

Phase 1: Elimination of the existing parking at Plaza de Panama and regrading and reconfiguring the Alcazar parking lot would result in potential impacts to paleontological resources. Like the project, this phase would include mitigation measure **PAL-1** to reduce impacts to less than significant. Since less grading would occur only for the Alcazar parking lot under this phase, as compared to the entirety of the project, impacts associated with this phase of this alternative would be less than the project.

Phase 2: Grading operations associated with construction of the parking structure is the same as the project. While this phase would only result in grading of the Organ Pavilion site, it would exceed the threshold triggering mitigation. Like the project, this phase would include mitigation measure **PAL-1** to reduce impacts to less than significant. However, since less grading would occur for the parking structure alone, as compared to

the entirety of the project, impacts associated with this phase of this alternative would be less than the project.

Phase 3: Closing the Cabrillo Bridge and pedestrian restoration of El Prado, the Mall, and the remainder of the Plaza de Panama would not disturb any potential paleontological resources.

Phase 4: Construction of the Centennial Bridge would result in potential impacts to paleontological resources. Like the project, this phase would include mitigation measure **PAL-1** to reduce impacts to less than significant. Since less grading would occur only for the bridge under this phase, as compared to the entirety of the project, impacts associated with this phase of this alternative would be less than the project.

Overall, impacts to paleontological resources under the Phased Alternative would be as follows:

- Phase 1: significant and mitigated.
- Phase 2: significant and mitigated.
- Phase 3: less than significant.
- Phase 4: significant and mitigated.

n. Public Services and Facilities

Phase 1 through 4: Like the project, this alternative would not introduce any new residents to the project area. Therefore, it would not place any additional demands on public services and facilities such as schools, recreation and parks facilities, and libraries. The changes in circulation (which are the same as the project) were determined not to result in an increase in response times or present a constraint to fire/emergency, or police response to the project area.

Impacts to public services and facilities under all phases of this alternative would be less than significant and the same as the project.

o. Public Utilities

Phase 1: Elimination of the existing parking at Plaza de Panama would require some demolition of the existing asphalt parking lot and installation of hardscape and landscape treatments, similar to the project Improvements to the Alcazar parking lot would require grading and repaving. This phase, although some additional landscaping is included, would not substantially increase demands on public utilities, including water, wastewater, energy infrastructure, or solid waste. Like the project, a conceptual WMP would be prepared (for this phase), which would identify the projected amount of waste that would be generated, waste reduction goals, and the recommended techniques to achieve the waste reduction. Impacts would be less than significant and less than the project.

Phase 2: The construction of the rooftop park would increase water demand due to new green areas and landscaping. However, newly landscaped areas under would incorporate drought-resistant landscaping, where feasible, and water conservation features to reduce water demands. Impacts would be less than significant and less than the project.

Phase 3: This phase would pedestrianize of the Cabrillo Bride, Plaza de California, Plaza de Panama, and the Mall/Pan American Road East, which would require demolition of the existing asphalt roadways and installation of landscape and hardscape improvements in these areas, similar to the project. Assuming the landscape plans are similar to the project, implementation of this phase would increase water demand attributable to additional landscaping/water features in those areas. As discussed in Section 4.15, this would not trigger substantial changes to the existing on-site water system. Also, like the project, a conceptual WMP would be prepared (for this phase), which would identify the projected amount of waste that would be generated, waste reduction goals, and the recommended techniques to achieve the waste reduction. Impacts would be less than significant and less than the project.

Phase 4: Construction of the Centennial Bridge and Road would result in the generation of waste materials. Like the project, a conceptual WMP would be prepared (for both the Organ Pavilion phase and this phase) which would identify the projected amount of waste that would be generated by each phase, waste reduction goals, and the recommended techniques to achieve the waste reduction. Impacts would be less than significant and less than the project.

Overall, impacts to public utilities under the Phased Alternative would be as follows:

- Phase 1: less than significant.
- Phase 2: less than significant.
- Phase 3: less than significant.
- Phase 4: less than significant.

p. Water Quality

Phase 1: Elimination of the existing parking at Plaza de Panama would not result in the construction, realignment, or restructuring of the existing roadways or structures in the Park or introduction of any new impervious surfaces. Regrading and reconfiguring the Alcazar parking lot would necessitate construction activities identical to those that would occur under the project. This phase would result in minimal increased sedimentation caused by erosion, runoff carrying contaminants, or direct discharge of pollutants associated with construction activities. Like the project, implementation of construction and permanent BMPs would reduce potential impacts to water quality to less than significant and less than the project.

Phase 2 and Phase 4: Like the project, construction activities associated with these phases of this alternative project could result in contaminated run off. The City's Storm Water Standards and applicable state storm water require preparation of a SWPPP detailing the storm water management and erosion and sediment control BMPs that will be utilized at all construction sites. This will assure that each phase would maintain the basic drainage patterns and would result in a similar amount of runoff leaving the site as before construction. Likewise, the project design of each construction phase would require the incorporation of permanent storm water management features and hydromodification management design features to maintain or reduce pollutant discharge. Like the project, implementation of BMPs would reduce potential impacts to water quality to less than significant. Impacts would be similar to the project.

Phase 3: Closing the Cabrillo Bridge and pedestrian restoration of El Prado, the Mall, and the remainder of the Plaza de Panama could result in construction-related water quality impacts. Implementation of construction BMPs would reduce potential impacts to water quality to less than significant and less than the project.

Overall, impacts to water quality under the Phased Alternative would be as follows:

- Phase 1: less than significant.
- Phase 2: less than significant.
- Phase 3: less than significant.
- Phase 4: less than significant.

9.3.5.3 Conclusion Regarding the Phased Alternative

Should the Phased Alternative be built out in its entirety, all impacts would be the same as project impacts. While the majority of project objectives would be met, should the alternative be built out, they would not be completed within the time frame (Objective 6) vital to the project's success, the centennial anniversary of the 1915 Panama-California Exposition which was commemorated by the opening of the Park.

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9.4 Environmentally Superior Alternative

CEQA Guidelines section 15126.6(e)(2) requires an EIR to identify the environmentally superior alternative. If the No Project Alternative is the environmentally superior alternative, the EIR must identify an environmentally superior alternative from the other alternatives. The project itself may not be identified as the environmentally superior alternative.

Several considerations are relevant to the identification and discussion of the environmentally superior alternative. Initially, it is commonplace for an EIR to include a Reduced Development Alternative which contemplates less development than the proposed project and which correspondingly reduces most or all of the proposed project's adverse environmental impacts. Under such circumstances, the "Reduced Development Alternative" is often easily selected as the environmentally superior alternative. These circumstances, however, do not exist with this project, where the project itself and each of the alternatives contain a mix of environmental benefits and adverse environmental impacts. As a result, the process of identifying the environmentally superior alternative necessitates comparing both the benefits and adverse impacts for the alternatives. Moreover, the difficulty of this exercise is compounded because different alternatives have different benefits and impacts, so that selecting the environmentally superior alternative requires the valuation of different types of benefits and impacts.

For example, the alternatives generally can be grouped into three categories: (i) traffic would continue to be routed through the Plaza de Panama, (ii) traffic would be rerouted around the core of the Central Mesa via Centennial Bridge, or (iii) Cabrillo Bridge would be pedestrianized and vehicles would not be permitted to travel from the West Mesa to the Central Mesa. (The phasing alternative is a fourth category that is a combination of the other three categories.) As the discussion of the individual alternatives in Section 9.3 (including Table 9-1) demonstrates, the alternatives that would continue to route traffic through the Plaza de Panama would avoid the historic/land use/visual impacts associated with the Centennial Bridge, but would retain the failing traffic conditions, pedestrian/vehicular conflicts and degraded historic/visual fabric that arise from allowing vehicles in the Plaza de Panama. Conversely, the alternatives (including the project) that would reroute traffic across the Centennial Bridge would eliminate the adverse conditions arising from allowing traffic in the Plaza de Panama, but would create the historic/land use/visual impacts associated with the new bridge. Finally, those alternatives that would pedestrianize Cabrillo Bridge would avoid the traffic historic/land use/visual impacts associated with either of the first two categories, but would create additional traffic impacts outside Balboa Park as they would eliminate any means for traffic to travel from the West Mesa to the Central Mesa and would force traffic to go around to either the north or south side of the Park.

As a result, in identifying the environmentally superior alternative (and assessing the relative impacts of the proposed project), one must compare the traffic/historic/visual impacts of allowing traffic in the Plaza de Panama to the historic/land use/traffic impacts of the Centennial Bridge, which must in turn be compared to the external traffic impacts of pedestrianizing Cabrillo Bridge.

Comparing these disparate impacts is admittedly somewhat subjective and different people can value impacts differently. Because CEQA Guidelines section 15126.6(e)(2) requires the selection of an environmentally superior alternative, one reasonable assessment is included here. This assessment includes the following judgments regarding the relative value of various impacts:

- Traffic impacts, including pedestrian/vehicular conflicts in the Central Mesa, are given substantial weight compared to many other types of impacts. Virtually all visitors to the Central Mesa experience these adverse conditions, which can affect the health and safety of visitors.
- Traffic impacts outside the Park are given somewhat more weight than traffic impacts within the Central Mesa. The external traffic impacts would affect heavily travelled roadways such as Robinson Avenue, Sixth Avenue, Park Boulevard and A Street, and thereby would affect many more individuals than the traffic impacts internal to the Park. Adverse environmental impacts that cannot be mitigated are weighted more heavily than impacts that can be mitigated.
- While those alternatives that permit vehicles to use the Plaza de Panama may not have new historical or visual impacts because vehicles currently use the Plaza, they nevertheless perpetuate a degraded historical/visual fabric compared to those alternatives that remove vehicles from the Plaza de Panama.

Finally, it is also important to note that the selection of the environmentally superior alternative does not take into account whether the various alternatives meet the project objectives. This exercise looks only at the environmental impacts of the various alternatives.

In comparing the results of the alternative impacts analysis in Section 9.3, as summarized in Table 9-1, and applying the considerations discussed above, the Half-Plaza Alternative (Alternative 4.B.iv) is fairly characterized as the environmentally superior alternative. This alternative would avoid the historic/land use/visual impacts of Centennial Bridge but would result in a significant historic impact as it would alter the spatial relationship/circulation pattern within the NHL. It would improve traffic conditions, reducing the number of unmitigable failing segments and intersections in 2030 from 9 to 8 (four of the remaining failures would occur outside the park), and the pedestrian/vehicular conflict areas from 20 to 10 compared to the No Project (No Development) Alternative. The Half-Plaza Alternative would retain a degraded

historic/visual condition in the Plaza de California, El Prado, the Mall, and part of the Plaza de Panama, but would eliminate vehicles from a portion of the Plaza de Panama and restore the historic/visual fabric to that area.

By way of comparison, the Pedestrianize Cabrillo Bridge – Organ Pavilion Parking Structure (Alternative 3B) would avoid all historic/land use/visual impacts associated with Centennial Bridge or the alternatives that would allow vehicles in Plaza de Panama. That alternative would also reduce the number of unmitigable failing segments and intersections in 2030 from nine to seven and the pedestrian/vehicular conflict areas from 20 to four compared to the No Project (No Development) Alternative. All seven of the remaining unmitigable failing segments and intersections would be outside of the Park, an impact given substantial weight, as explained above. (Park Boulevard, though it travels through the Park, is considered an “external” roadway, because it is a city-wide facility.) Finally, the No Centennial Bridge – Modified Precise Plan (Alternative 4.B.iii) would avoid the historic/land use/visual impacts associated with Centennial Bridge, but would retain a degraded historic/visual condition in the Plaza de California, El Prado, the Mall, and part of the Plaza de Panama, by permitting traffic through these areas. In addition, this alternative would fail to reduce any of the unmitigable failing segments and intersections in 2030 that would occur under the No Project (No Development) Alternative and would reduce the pedestrian/vehicular conflict areas only from 20 to 19. Four of the failing, unmitigable roadway segments and intersections would occur outside the park.

It should also be noted that the project compares favorably to the various alternatives in this analysis. While the project would create historic/land use/visual impacts associated with Centennial Bridge, it would restore the historic and visual integrity of the Plaza de California, El Prado, Plaza de Panama, and the Mall. In addition, it would reduce the number of unmitigable failing segments and intersections in 2030 from 9 to 7 and reduce the pedestrian/vehicular conflict areas from 20 to 6 compared to the No Project (No Development) Alternative. Only four of those seven remaining failing segments and intersections would be located outside of the Park.

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10.0 Mitigation Monitoring and Reporting Program

CEQA, Section 21081.6, requires that a mitigation monitoring and reporting program (MMRP) be adopted upon certification of an EIR to ensure that the mitigation measures are implemented. The MMRP specifies what the mitigation is, the entity responsible for monitoring the program, and when in the process it should be accomplished.

The proposed Balboa Park Plaza de Panama project is described in the EIR. The EIR, incorporated herein as referenced, focused on issues determined to be potentially significant by the City of San Diego. The issues addressed in the EIR include land use, historical resources, visual effects and neighborhood character, transportation/circulation and parking, air quality, biological resources, energy conservation, geologic conditions, greenhouse gas emissions, health and safety/hazardous materials, hydrology, noise, paleontological resources, public services and facilities, public utilities, and water quality.

Public Resources Code section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. After analysis, potentially significant impacts requiring mitigation were identified for land use, historical resources, visual effects and neighborhood character, transportation/circulation and parking, biological resources, noise, and paleontological resources. The environmental analysis concluded that all of the significant and potentially significant impacts, with the exception of those for land use, historical resources, and visual effects and neighborhood character, as related to the Centennial Bridge, and those caused by construction noise; could be avoided or reduced through implementation of recommended mitigation measures.

The MMRP for the project is under the jurisdiction of the City of San Diego and other agencies as specified in Table 10-1. The MMRP for the project addresses only the issue areas identified above as significant. The following is an overview of the mitigation monitoring and reporting program to be completed for the project.

Monitoring Activities

Monitoring activities would be accomplished by individuals identified in Table 10-1. While specific qualifications should be determined by the City of San Diego, the monitoring team should possess the following capabilities:

- Interpersonal, decision-making, and management skills with demonstrated experience in working under trying field circumstances;

10.0 Mitigation Monitoring and Reporting Program

- Knowledge of and appreciation for the general environmental attributes and special features found in the project area;
- Knowledge of the types of environmental impacts associated with construction of cost-effective mitigation options; and
- Excellent communication skills.

Program Procedures

Prior to any construction activities, a preconstruction meeting is required and will include all parties involved in the monitoring program to establish the responsibility and authority of the participants. Mitigation measures that need to be defined in greater detail will be addressed prior to any project plan approvals in follow-up meetings designed to discuss specific monitoring effects.

An effective reporting system must be established prior to any monitoring efforts. All parties involved must have a clear understanding of the mitigation measures as adopted and these mitigations must be distributed to the participants of the monitoring effort. Those that would have a complete list of all the mitigation measures adopted by the City of San Diego would include the City of San Diego and its Mitigation Monitoring Coordination (MMC). MMC would distribute to each Environmental Specialist (ES) and Environmental Monitor (EM) a specific list of mitigation measures that pertain to his or her monitoring tasks and the appropriate time frame that these mitigations are anticipated to be implemented.

In addition to the list of mitigation measures specified in Table 10-1, the monitors will have Mitigation Monitoring and Reporting (MMR) forms, with each mitigation measure written out on the top of the form. Below the stated mitigation measure, the form will have a series of questions addressing the effectiveness of the mitigation measure. The monitors shall complete the MMR and file it with the MMC following the monitoring activity. The MMC will then include the conclusions of the MMR into an interim and final comprehensive construction report to be submitted to the City of San Diego. This report will describe the major accomplishments of the monitoring program, summarize problems encountered in achieving the goals of the program, evaluate solutions developed to overcome problems, and provide a list of recommendations for future monitoring programs. In addition, and if appropriate, each Environmental Monitor or Environmental Specialist will be required to fill out and submit a daily log report to the MMC. The daily log report will be used to record and account for the monitoring activities of the monitor. Weekly and/or monthly status reports, as determined appropriate, will be generated from the daily logs and compliance reports and will include supplemental material (i.e., memoranda, telephone logs, and letters).

General MMRP Requirements

The following are general MMRP requirements that would apply to the proposed project.

A. GENERAL REQUIREMENTS – PART I Plan Check Phase (prior to permit issuance)

1. Prior to the issuance of a Notice To Proceed (NTP) for a subdivision, or any construction permits, such as Demolition, Grading or Building, or beginning any construction related activity on-site, the Development Services Department (DSD) Director's Environmental Designee (ED) shall review and approve all Construction Documents (CD), (plans, specification, details, etc.) to ensure the MMRP requirements are incorporated into the design.
2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading, "**ENVIRONMENTAL/MITIGATION REQUIREMENTS.**"
3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website:

<http://www.sandiego.gov/development-services/industry/standtemp.shtml>

4. The **TITLE INDEX SHEET** must also show on which pages the "Environmental/Mitigation Requirements" notes are provided.
5. **SURETY AND COST RECOVERY** – The Development Services Director or City Manager may require appropriate surety instruments or bonds from private Permit Holders to ensure the long term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

B. GENERAL REQUIREMENTS – PART II Post Plan Check (After permit issuance/Prior to start of construction)

1. **PRE-CONSTRUCTION MEETING IS REQUIRED TEN (10) WORKING DAYS PRIOR TO BEGINNING ANY WORK ON THIS PROJECT.** The PERMIT HOLDER/OWNER is responsible to arrange and perform this meeting by contacting the CITY RESIDENT ENGINEER (RE) of the Field Engineering Division and City staff from MITIGATION MONITORING COORDINATION (MMC). Attendees must also include the Permit holder's Representative(s), Job Site Superintendent and the following consultants: **qualified archaeological monitor and a Native American monitor, qualified biologist, and qualified paleontologist.**

NOTE: Failure of all responsible Permit Holder's representatives and consultants to attend shall require an additional meeting with all parties present.

CONTACT INFORMATION:

- a) The PRIMARY POINT OF CONTACT is the **RE** at the **Field Engineering Division – 858-627-3200**
 - b) For Clarification of ENVIRONMENTAL REQUIREMENTS, applicant is also required to call **RE and MMC at 858-627-3360**
2. **MMRP COMPLIANCE:** This Project, Project Tracking System (PTS) Number 233958 and/or Environmental Document Number 233958, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD's Environmental Designee (MMC) and the City Engineer (RE). The requirements may not be reduced or changed but may be annotated (i.e. to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc).

NOTE: Permit Holder's Representatives must alert RE and MMC if there are any discrepancies in the plans or notes, or any changes due to field conditions. All conflicts must be approved by RE and MMC BEFORE the work is performed.

3. **OTHER AGENCY REQUIREMENTS:** Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution or other documentation issued by the responsible agency: **Not Applicable**
4. **MONITORING EXHIBITS**
All consultants are required to submit , to RE and MMC, a monitoring exhibit on a 11x17 reduction of the appropriate construction plan, such as site plan, grading, landscape, etc., marked to clearly show the specific areas including the **LIMIT OF WORK**, scope of that discipline's work, and notes indicating when in the construction schedule that work will be performed. When necessary for clarification, a detailed methodology of how the work will be performed shall be included.

NOTE: Surety and Cost Recovery – When deemed necessary by the Development Services Director or City Manager, additional surety instruments or bonds from the private Permit Holder may be required to ensure the long term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

5. OTHER SUBMITTALS AND INSPECTIONS:

The Permit Holder/Owner's representative shall submit all required documentation, verification letters, and requests for all associated inspections to the RE and MMC for approval per the following schedule:

DOCUMENT SUBMITTAL/INSPECTION CHECKLIST		
Issue Area	Document Submittal	Associated Inspection/Approvals/Notes
General	Consultant Qualification Letters	Prior to Preconstruction Meeting
General	Consultant Construction Monitoring Exhibits	Prior to or at Preconstruction Meeting
Biology	Biologist Limit of Work Verification	Limit of Work Inspection
Biology/Land Use	Biology Reports	Biology Site Observation and Preconstruction Survey Reports
Noise	Acoustical Reports	Noise Mitigation Features Inspection
Paleontology	Paleontology Reports	Paleontology Site Observation
Archaeology	Archaeology Reports	Archaeology/Historic Site Observation
Traffic	Traffic Reports	2025 Traffic Site Observation (Presidents Way at Centennial Road)
Bond Release	Request for Bond Release Letter	Final MMRP Inspections Prior to Bond Release Letter

Summary of Project Impacts and Mitigation Measures

Table 10-1 summarizes the potentially significant project impacts and lists the associated mitigation measures and the monitoring efforts necessary to ensure that the measures are properly implemented. All the mitigation measures identified in the EIR are stated herein.

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Land Use			
<p>LDC Development Regulations Standards</p> <p>The required deviation from the Historic Resources Regulations for the Centennial Bridge would result in direct impacts related to the historic spatial characteristics and views and the circulation patterns of the NHL, and therefore, would be significant.</p>	<p>Centennial Bridge</p> <p>No feasible mitigation for the Centennial Bridge's impacts to the NHL is available. Impacts would be significant and unmitigable for this project component.</p>	<p>Centennial Bridge</p> <p>Unmitigable</p>	City of San Diego
<p>Plan Consistency</p> <p>Centennial Bridge</p> <p>The Centennial Bridge would be inconsistent with goals and policies found in the Historic Preservation, Urban Design, Recreation Elements of the General Plan, and BPMP. These inconsistencies would result in significant, unmitigable impacts to the NHL.</p>	<p>Centennial Bridge</p> <p>No feasible mitigation for the impacts related to the NHL as a result of land use policy consistency is available. Impacts would be significant and unmitigable.</p>	<p>Centennial Bridge</p> <p>Unmitigable</p>	City of San Diego

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
<p>Arizona Street Landfill</p> <p>The off-site soil export and grading operations at the Arizona Street Landfill disposal site could result in significant but mitigable, indirect impacts to the adjacent MHPA.</p>	<p>Arizona Street Landfill</p> <p>LU-1:</p> <p>I. Prior to Permit Issuance</p> <p>A. Prior to issuance of any construction permit, the DSD Environmental Designee (ED) shall verify the Applicant has accurately represented the project's design in the Construction Documents (CDs) that are in conformance with the associated discretionary permit conditions and Exhibit "A," and also the City's MSCP Land Use Adjacency Guidelines for the MHPA, including identifying adjacency as the potential for direct/indirect impacts where applicable. In addition, all CDs where applicable shall show the following:</p> <ol style="list-style-type: none"> 1. Land Development/Grading/Boundaries – MHPA boundaries on-site and adjacent properties shall be delineated on the CDs. The ED shall ensure that all grading is included within the development footprint, specifically manufactured slopes, disturbance, and development within or adjacent to the MHPA. 2. Drainage/Toxins – All new and proposed parking lots and developed area in and adjacent to the MHPA shall be designed so they do not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials prior to release by incorporating the use of filtration devices, planted swales and/or planted detention/desiltation basins, or other approved permanent methods that are designed to minimize negative impacts, such as excessive water and toxins into the ecosystems of the MHPA. 	<p>Arizona Street Landfill</p> <p>Prior to issuance of any construction permit and final biological monitoring report within 30 days of the completion of construction</p>	

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>3. Staging/Storage, Equipment Maintenance, and Trash – All areas for staging, storage of equipment and materials, trash, equipment maintenance, and other construction related activities are within the development footprint. Provide a note on the plans that states: “All construction related activity that may have potential for leakage or intrusion shall be monitored by the Qualified Biologist/Owners Representative to ensure there is no impact to the MHPA.”</p> <p>4. Barriers – All new development within or adjacent to the MHPA shall provide fencing or other City approved barriers along the MHPA boundaries to direct public access to appropriate locations, to reduce domestic animal predation, and to direct wildlife to appropriate corridor crossing. Permanent barriers may include, but are not limited to, fencing (6-foot black vinyl coated chain link or equivalent), walls, rocks/boulders, vegetated buffers, and signage for access, litter, and <u>educational</u> purposes.</p> <p>5. Lighting – All building, site, and landscape lighting adjacent to the MHPA shall be directed away from the preserve using proper placement and adequate shielding to protect sensitive habitat. Where necessary, light from traffic or other incompatible uses, shall be shielded from the MHPA through the utilization of including, but not limited to, earth berms, fences, and/or plant material.</p>		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>6. Invasive Plants – Plant species within 100 feet of the MHPA shall comply with the Landscape Regulations (LDC142.0400 and per table 142-04F, Revegetation and Irrigation Requirements) and be non-invasive. Landscape plans shall include a note that states: "The ongoing maintenance requirements of the property owner shall prohibit the use of any planting that are invasive, per City Regulations, Standards, guidelines, etc., within 100 feet of the MHPA."</p> <p>7. Brush Management – All new development adjacent to the MHPA is set back from the MHPA to provide the required Brush Management Zone (BMZ) 1 area (LDC Sec. 142.0412) within the development area and outside of the MHPA. BMZ 2 may be located within the MHPA and the BMZ 2 management shall be the responsibility of the City.</p> <p>8. Noise - Due to the site's location adjacent to or within the MHPA, construction noise that exceeds the maximum levels allowed shall be avoided, during the breeding seasons for protected avian species such as the California gnatcatcher (3/1-8/15); Least Bell's vireo (3/15-9/15); and Southwestern Willow Flycatcher (5/1-8/30). If construction is proposed during the breeding season for the species, U.S. Fish and Wildlife Service protocol surveys shall be required in order to determine species presence/absence. When applicable, adequate noise reduction measures shall be incorporated.</p>		

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p><u>COASTAL CALIFORNIA GNATCATCHER (Federally Threatened)</u></p> <p>1. Prior to the issuance of any grading permit the City Manager (or appointed designee) shall verify that the <u>Multi-Habitat Planning Area (MHPA) boundaries and the following project requirements regarding the coastal California gnatcatcher are shown on the construction plans:</u></p> <p><u>No clearing, grubbing, grading, or other construction activities shall occur between March 1 and August 15, the breeding season of the coastal California gnatcatcher, until the following requirements have been met to the satisfaction of the City Manager:</u></p> <p>A. <u>A Qualified Biologist (possessing a valid Endangered Species Act Section 10(a)(1)(a) Recovery Permit) shall survey those habitat areas within the MHPA that would be subject to construction noise levels exceeding 60 decibels [dB(A)] hourly average for the presence of the coastal California gnatcatcher. Surveys for the coastal California gnatcatcher shall be conducted pursuant to the protocol survey guidelines established by the U.S. Fish and Wildlife Service within the breeding season prior to the commencement of any construction. If coastal California gnatcatchers are present, then the following conditions must be met:</u></p>		

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>I. <u>Between March 1 and August 15, no clearing, grubbing, or grading of occupied coastal California gnatcatcher habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a Qualified Biologist; and</u></p> <p>II. <u>Between March 1 and August 15, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) hourly average at the edge of occupied gnatcatcher habitat. An analysis showing that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat must be completed by a Qualified Acoustician (possessing current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the City Manager at least two weeks prior to the commencement of construction activities. Prior to the commencement of construction activities during the breeding season, areas restricted from such activities shall be staked or fenced under the supervision of a Qualified Biologist; or</u></p>		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>III. <u>At least two weeks prior to the commencement of construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 dB(A) hourly average at the edge of habitat occupied by the coastal California gnatcatcher. Concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring* shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB(A) hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the Qualified Acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (August 16).</u></p> <p><u>*Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. If not, other measures shall be implemented in consultation with the biologist and the City Manager, as necessary, to reduce noise levels to below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.</u></p>		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p><u>B. If coastal California gnatcatchers are not detected during the protocol survey, the Qualified Biologist shall submit substantial evidence to the City Manager and applicable resource agencies which demonstrates whether or not mitigation measures such as noise walls are necessary between March 1 and August 15 as follows:</u></p> <p><u>I. If this evidence indicates the potential is high for coastal California gnatcatcher to be present based on historical records or site conditions, then condition A.III shall be adhered to as specified above.</u></p> <p><u>II. If this evidence concludes that no impacts to this species are anticipated, no mitigation measures would be necessary.</u></p>		

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>II. Prior to Start of Construction</p> <p>A. Preconstruction Meeting</p> <p>The Qualified Biologist/Owners Representative shall incorporate all MHPA construction related requirements, into the project's Biological Monitoring Exhibit (BME).</p> <p>The Qualified Biologist/Owners Representative is responsible to arrange and perform a focused pre-con with all contractors, subcontractors, and all workers involved in grading or other construction activities that discuss the sensitive nature of the adjacent sensitive biological resources.</p> <p>III. During Construction</p> <p>B. The Qualified Biologist/Owners Representative, shall verify that all construction-related activities taking place within or adjacent to the MHPA are consistent with the CDs, the MSCP Land Use Adjacency Guidelines. The Qualified Biologist/Owners Representative shall monitor and ensure that:</p> <p>1. Land Development/Grading Boundaries - The MHPA boundary and the limits of grading shall be clearly delineated by a survey crew prior to brushing, clearing, or grading. Limits shall be defined with orange construction fence and a siltation fence (can be combined) under the supervision of the Qualified Biologist/Owners Representative who shall provide a letter of verification to RE/MMC that all limits were marked as required. Within or adjacent to the MHPA, all manufactured slopes associated with site development shall be included within the development footprint.</p>		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>2. Drainage/Toxics - No direct drainage into the MHPA shall occur during or after construction and that filtration devices, swales and/or detention/desiltation basins that drain into the MHPA are functioning properly during construction, and that permanent maintenance after construction is addressed. These systems should be maintained approximately once a year, or as often as needed, to ensure proper functioning. Maintenance should include dredging out sediments if needed, removing exotic plant materials, and adding chemical-neutralizing compounds (e.g., clay compounds) when necessary and appropriate.</p> <p>3. Staging/storage, equipment maintenance, and trash - Identify all areas for staging, storage of equipment and materials, trash, equipment maintenance, and other construction-related activities on the monitoring exhibits and verify that they are within the development footprint. Comply with the applicable notes on the plans.</p> <p>4. Barriers - New development adjacent to the MHPA provides City-approved barriers along the MHPA boundaries</p> <p>5. Lighting - Periodic night inspections are performed to verify that all lighting adjacent to the MHPA is directed away from preserve areas and appropriate placement and shielding is used.</p>		

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>6. Invasives - No invasive plant species are used in or adjacent (within 100 feet) to the MHPA and that within the MHPA, all plant species must be native.</p> <p>7. Brush Management – BMZ 1 is within the development footprint and outside of the MHPA, and that maintenance responsibility for the BMZ 2 located within the MHPA is identified as the responsibility of a homeowners association or other private entity.</p> <p>8. Noise – For any area of the site that is adjacent to or within the MHPA, construction noise that exceeds the maximum levels allowed shall be avoided, during the breeding seasons, for protected avian species such as the California Gnatcatcher (3/1-8/15); Least Bell's vireo (3/15-9/15); and Southwestern Willow Flycatcher (5/1-8/30). If construction is proposed during the breeding season for the species, U.S. Fish and Wildlife Service protocol surveys will be required in order to determine species presence/absence. When applicable, adequate noise reduction measures shall be incorporated.</p> <p><u>COASTAL CALIFORNIA GNATCATCHER (Federally Threatened)</u></p> <p>1. <u>Prior to the issuance of any grading permit, the City Manager (or appointed designee) shall verify that the Multi-Habitat Planning Area (MHPA) boundaries and the following project requirements regarding the coastal California gnatcatcher are shown on the construction plans:</u></p>		

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p><u>No clearing, grubbing, grading, or other construction activities shall occur between March 1 and August 15, the breeding season of the coastal California gnatcatcher, until the following requirements have been met to the satisfaction of the City Manager:</u></p> <p>A. <u>A Qualified Biologist (possessing a valid Endangered Species Act Section 10(a)(1)(a) Recovery Permit) shall survey those habitat areas within the MHPA that would be subject to construction noise levels exceeding 60 decibels [dB(A)] hourly average for the presence of the coastal California gnatcatcher. Surveys for the coastal California gnatcatcher shall be conducted pursuant to the protocol survey guidelines established by the U.S. Fish and Wildlife Service within the breeding season prior to the commencement of any construction. If coastal California gnatcatchers are present, then the following conditions must be met:</u></p> <p>I. <u>Between March 1 and August 15, no clearing, grubbing, or grading of occupied coastal California gnatcatcher habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a Qualified Biologist; and</u></p>		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>II. <u>Between March 1 and August 15, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) hourly average at the edge of occupied gnatcatcher habitat. An analysis showing that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat must be completed by a Qualified Acoustician (possessing current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the City Manager at least two weeks prior to the commencement of construction activities. Prior to the commencement of construction activities during the breeding season, areas restricted from such activities shall be staked or fenced under the supervision of a Qualified Biologist; or</u></p> <p>III. <u>At least two weeks prior to the commencement of construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 dB(A) hourly average at the edge of habitat occupied by the coastal California gnatcatcher. Concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring*</u></p>		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p><u>shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB(A) hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the Qualified Acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (August 16).</u></p> <p><u>*Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. If not, other measures shall be implemented in consultation with the biologist and the City Manager, as necessary, to reduce noise levels to below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.</u></p>		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p><u>B. If coastal California gnatcatchers are not detected during the protocol survey, the Qualified Biologist shall submit substantial evidence to the City Manager and applicable resource agencies which demonstrates whether or not mitigation measures such as noise walls are necessary between March 1 and August 15 as follows:</u></p> <p><u>I. If this evidence indicates the potential is high for coastal California gnatcatcher to be present based on historical records or site conditions, then condition A.III shall be adhered to as specified above.</u></p> <p><u>II. If this evidence concludes that no impacts to this species are anticipated, no mitigation measures would be necessary.</u></p>		
Historical Resources			
<p><i>Historic Resources (Built Environment)</i></p> <p>The Centennial Bridge would be inconsistent with SOI Rehabilitation Standards 2 and 9, thereby contributing to a substantial adverse change to a historic resource, and therefore, would result in a significant adverse impact.</p>	<p>Centennial Bridge</p> <p>No feasible mitigation is available for historic impacts associated with the Centennial Bridge. Therefore, impacts would remain significant.</p>	<p>Centennial Bridge</p> <p>Unmitigable</p>	City of San Diego

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
<p><i>Unknown Archaeological Resources</i></p> <p>Since there is the possibility of subsurface prehistoric or historic deposits to be present that could be uncovered during construction activities, a potentially significant impact could result from the development of the project.</p>	<p>All Project Components</p> <p>HR-1: Due to the potential for buried cultural resources to be encountered on-site, a qualified archaeological monitor and a Native American monitor shall be present during project-related grading activities. This shall include removal of existing pavement and concrete hardscaping such as walkways. The following measures shall be implemented:</p> <p>I. Prior to Permit Issuance</p> <p>A. Entitlements Plan Check</p> <p>1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for archaeological monitoring and Native American monitoring have been noted on the applicable construction documents through the plan check process.</p>	<p>All Project Components</p> <p>Prior to the issuance of any grading permits and/or the first pre-construction meeting.</p>	<p>City of San Diego</p>

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>B. Letters of Qualification have been submitted to ADD</p> <ol style="list-style-type: none"> 1. The applicant shall submit a letter of verification to the Mitigation Monitoring Coordinator (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation. 2. MMC will provide a letter to the applicant confirming 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 MMC for any personnel changes associated with the monitoring program. <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 MMC that a site-specific records search (¼-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 MMC requesting a reduction to the ¼-mile radius. 		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<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), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American 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 MMC, 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 an Archaeological Monitoring Exhibit (AME) (with verification that the AME has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. 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). 		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>3. When Monitoring Will Occur</p> <p>a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.</p> <p>b. The PI may submit a detailed letter to MMC 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> <p>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 CM is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances Occupational Safety and Health Administration (OSHA) safety requirements may necessitate modification of the AME.</p>		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>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 MMC. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Process detailed in Section III.B-C and IV.A-D shall commence.</p> <p>3. The PI may submit a detailed letter to MMC 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>4. The archaeological and Native American consultant/monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSVs 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 MMC.</p>		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<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 MMC by phone of the discovery, and shall also submit written documentation to MMC 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. 		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<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 MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) which has been reviewed by the Native American consultant/monitor, and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground-disturbing activities in the area of discovery will be allowed to resume. Note: If a unique archaeological site is also an historical resource as defined in CEQA, then the limits on the amount(s) that a project applicant may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply. c. If the resource is not significant, the PI shall submit a letter to MMC 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. 		

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<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 as 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, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the EAS of the Development Services Department to assist with the discovery notification 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 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting 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 Native American Heritage Commission (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), 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, 		

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>c. In order to protect these sites, the Landowner shall do one or more of the following:</p> <ul 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. <p>d. 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 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> <ul 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 MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man. 		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>V. Night and/or Weekend 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 Discoveries In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSV and submit to MMC via fax by 8 AM of the next business day. b. Discoveries 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. c. Potentially Significant Discoveries 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. d. The PI shall immediately contact MMC, or by 8:00 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. 		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<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 MMC immediately. <p>C. All other procedures described above shall apply, as appropriate.</p> <p>VI. Post Construction</p> <p>A. Preparation and 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 (Appendix B/C) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met. <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. 		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>b. Recording Sites with State of California Department of Parks and Recreation</p> <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> <ol style="list-style-type: none"> 2. MMC 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 MMC for approval. 4. MMC shall provide written verification to the PI of the approved report. 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. <p>B. Handling of Artifacts</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 cost for curation is the responsibility of the property owner. 		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<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 MMC 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 MMC. 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 occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5. <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 MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution. 		

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Visual Effects and Neighborhood Character			
<i>Architectural Style</i> Impacts associated with architectural style would be significant for this project component because it would introduce elements of modern architecture.	Centennial Bridge No feasible mitigation is available for the significant impact associated with Centennial Bridge on architectural character because, per the SOI Rehabilitation Standards, replication of an historic design is impermissible. The impact would remain significant and unmitigated.	Centennial Bridge Unmitigable	City of San Diego
Transportation/Circulation and Parking			
<i>Traffic Capacity</i> In the 2030 condition, the internal intersection of President's Way and Centennial Road (the southbound left turn) would operate at unacceptable levels. This would be a significant impact.	All Project Components TR-1: Starting in 2026, the Presidents Way/Centennial Road intersection shall be monitored for intersection failure (i.e., LOS E or F) at two-year increments. If the monitoring efforts reveal that the Presidents Way/Centennial Road intersection fails, it shall be reconfigured to make the eastbound Presidents Way approach stop-controlled instead of the Centennial Road approach. The intersection monitoring shall continue until the Palisades area is converted to parkland per the Central Mesa Precise Plan, or the reconfiguration is completed.	All Project Components Beginning in 2026; and in two-year increments thereafter.	City of San Diego/Park and Recreation

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Biological Resources			
<p>Wildlife Species</p> <p>The project has the potential to result in direct and indirect impacts to nesting raptors and species covered under the MBTA during construction activities. Also, the project's Arizona Street Landfill earthwork activities could impact the coastal California gnatcatcher. These impacts would be significant.</p>	<p>Arizona Street Landfill</p> <p>Implementation of LU-1 would reduce Arizona Street Landfill earthwork potential impacts to coastal California gnatcatcher to below a level of significance.</p> <p>All Project Components</p> <p>BR-1:</p> <ol style="list-style-type: none"> I. Prior to the issuance of any grading permits and/or the first pre-construction meeting, the owner/permittee shall submit evidence to the ADD of the Entitlements Division verifying that a qualified biologist has been retained to implement the biological resources mitigation program as detailed below (see A through D): <ol style="list-style-type: none"> A. Prior to the first pre-construction meeting, the applicant shall provide a letter of verification to the ADD of LDR stating that a qualified Biologist, as defined in the City of San Diego Biological Resource Guidelines (BRG), has been retained to implement the biological resources mitigation program. B. At least 30 days prior to the pre-construction meeting, a second letter shall be submitted to the MMC section which includes the name and contact information of the Biologist and the names of all persons involved in the Biological Monitoring of the project. C. At least 30 days prior to the pre-construction meeting, the qualified Biologist shall verify that any special reports, maps, plans and time lines, such as but not limited to, revegetation plans, plant relocation requirements and timing, avian or other wildlife protocol surveys, impact avoidance areas or other such information has been completed and updated. D. The qualified biologist (project biologist) shall attend the first preconstruction meeting. 	<p>Arizona Street Landfill</p> <p>Prior to the issuance of any grading permits and/or the first pre-construction meeting.</p> <p>All Project Components</p> <p>Prior to the issuance of any grading permits and/or the first pre-construction meeting.</p>	City of San Diego

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>II. If project grading is proposed during the raptor breeding season (February 1–September 15), the project biologist shall conduct a pre-grading survey for active raptor nests within 300 feet of the development area and submit a letter report to MMC prior to the preconstruction meeting</p> <p>A. If active raptor nests are detected, the report shall include mitigation in conformance with the City's Biology Guidelines (i.e. appropriate buffers, monitoring schedules, etc.) to the satisfaction of the ADD of the Entitlements Division. Mitigation requirements determined by the project biologist and the ADD of Entitlements shall be incorporated into the project's Biological Construction Monitoring Exhibit (BCME) and monitoring results incorporated in to the final biological construction monitoring report.</p> <p>B. If no nesting raptors are detected during the pre-grading survey, no mitigation is required.</p> <p>III. Prior to the issuance of any grading permit, the project biologist shall verify that the following project requirements regarding the MBTA are shown on the construction plans:</p> <p>No direct impacts shall occur to nesting birds, their eggs, chicks, or nests during the breeding season. If construction activities are to occur during the bird breeding season, pre-construction surveys will be necessary to confirm the presence or absence of breeding birds. If nests or breeding activities are located on-site, an appropriate buffer area around the nesting site shall be maintained until the young have fledged.</p>		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Noise			
<p>Construction Equipment Noise</p> <p>The project construction activities would cause an increase in interior noise levels that could potentially impact uses associated with the following: The Old Globe, San Diego Museum of Man, House of Charm, San Diego Museum of Art, Timken Museum of Art, House of Hospitality, Hall of Nations, United Nations Building, and House of Pacific Relations/Cottages, San Diego Hall of Champions, Balboa Park Club, Marie Hitchcock Puppet Theater, and San Diego Automotive Museum.</p>	<p>All Project Components</p> <p>N-1: The following mitigation shall be implemented during all phases of construction. All noise-producing equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification.</p> <ul style="list-style-type: none"> • Mobile or fixed “package” equipment (e.g., arc-welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment. • Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where feasible. • Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors. • Construction site and access road speed limits shall be established and enforced during the construction period. • The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. • No project-related public address or music system shall be audible at any adjacent receptor. • The construction contractor shall establish a noise disturbance coordinator. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early in the day, bad muffler, etc.) and shall be required to implement measures such that the complaint is resolved to the satisfaction of the City Engineering Department. Signs posted at the construction site shall list the telephone number for the disturbance coordinator. 	<p>All Project Components</p> <p>Unmitigable</p>	City of San Diego

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Paleontological Resources			
Because of the moderate and high sensitivity potential areas for paleontological resources, project grading could potentially destroy fossil remains, resulting in a significant impact to paleontological resources.	<p>All Project Components</p> <p>Significant impacts to paleontological resources are most often mitigated by the implementation of a monitoring program. The monitoring program is carried out under the supervision of a qualified paleontologist and includes attendance at pre-construction meetings as well as on-site inspections of active excavations.</p> <p>PAL-1: The Applicant shall follow the procedures outlined below as a condition of approval.</p> <p>I. Prior to Permit Issuance</p> <p>A. Entitlements Plan Check</p> <ol style="list-style-type: none"> 1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the ADD Environmental designee 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 ADD</p> <ol style="list-style-type: none"> 1. The applicant shall submit a letter of verification to MMC identifying the PI for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City Paleontology Guidelines. 2. MMC 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 MMC for any personnel changes associated with the monitoring program. 	<p>All Project Components</p> <p>Prior to the issuance of a grading permit.</p>	City of San Diego

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting 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 MMC 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 MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the CM 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 MMC, the PI, RE, CM, or BI, if appropriate, prior to the start of any work that requires monitoring. 		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>2. Identify Areas to be Monitored</p> <p>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 11x17) to MMC 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).</p> <p>3. When Monitoring Will Occur</p> <p>a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.</p> <p>b. The PI may submit a detailed letter to MMC 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>		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<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 MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances, Occupational Safety and Health Administration safety requirements may necessitate modification of the PME. 2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition, such as trenching activities, does 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. 3. 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 MMC. <p>B. Discovery Notification Process</p> <ol style="list-style-type: none"> 1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate. 		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<ol style="list-style-type: none"> 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or e-mail with photos of the resource in context, if possible. <p>C. Determination of Significance</p> <ol style="list-style-type: none"> 1. The PI shall evaluate the significance of the resource. <ol style="list-style-type: none"> a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI. b. If the resource is significant, the PI shall submit a Paleontological Recovery Program and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. c. If the 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 MMC unless a significant resource is encountered. d. The PI shall submit a letter to MMC 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. 		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>IV. Night and/or Weekend 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 Preconstruction Meeting. 2. The following procedures shall be followed. <ol style="list-style-type: none"> a. No Discoveries In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSV and submit to MMC via fax by 8 a.m. on the next business day. b. Discoveries All discoveries shall be processed and documented using the existing procedures detailed in Section III - During Construction. c. Potentially Significant Discoveries If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed. d. The PI shall immediately contact MMC, or by 8 a.m. on the next business day, to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. 		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>B. If night work becomes necessary during the course of construction:</p> <ol style="list-style-type: none"> 1. The CM 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 MMC immediately. <p>C. All other procedures described above shall apply, as appropriate.</p> <p>V. Post Construction</p> <p>A. Preparation and 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 Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. <ol style="list-style-type: none"> a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report. b. Recording Sites with the San Diego Natural History Museum <p>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> 		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<ol style="list-style-type: none"> 2. MMC 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 MMC for approval. 4. MMC shall provide written verification to the PI of the approved report. 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. <p>B. Handling of Fossil Remains</p> <ol style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and cataloged. 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>C. Curation of Fossil Remains: Deed of Gift and Acceptance Verification</p> <ol style="list-style-type: none"> 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. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC. 		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting 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 MMC (even if negative) within 90 days after notification from MMC that the Draft Monitoring 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 MMC which includes the Acceptance Verification from the curation institution. 		

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13.0 Certification

This document has been completed by the City of San Diego's Environmental Analysis Section under the direction of the Development Services Department Assistant Deputy Director and is based on independent analysis and determinations made pursuant to the San Diego Land Development Code Section 128.0103.

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