

(R-85-1594)

RESOLUTION NUMBER R- 262923

ADOPTED ON APR 15 1985

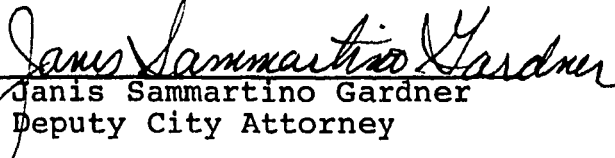
RESOLUTION AMENDING COUNCIL POLICY NO. 600-32
REGARDING PREFERRED STREET SYSTEM FOR CENTRE
CITY.

BE IT RESOLVED, by the Council of The City of San Diego, that
Council Policy No. 600-32 entitled, "PREFERRED STREET SYSTEM FOR
CENTRE CITY," be and it is hereby amended as set forth in the
Council Policy filed in the office of the City Clerk as Document
No. RR- 262923 .

BE IT FURTHER RESOLVED, that the City Clerk is hereby
instructed to add the aforesaid to the Council Policy Manual.

APPROVED: John W. Witt, City Attorney

By


Janis Sammartino Gardner
Deputy City Attorney

JSG:ta:613
3/7/85
Or.Dept:CCDC
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CITY OF SAN DIEGO, CALIFORNIA

COUNCIL POLICY

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BACKGROUND

Public and private redevelopment in Centre City and the construction of the Light Rail Transit System will impact the existing street system. The redevelopment projects will impact the street system through increased density of use and, in certain cases, the alteration of existing streets through relocating, narrowing, or closing. The results of these activities may require further alterations in the remaining streets such as parking prohibitions, modifications in direction of flow and possible widenings which may involve other property owners. In view of this, it is recommended that procedures be established which will assure that prior to any final actions being taken that all appropriate studies and public notices and hearings be completed.

Following a number of studies of the downtown area, it is proposed that a policy be developed which would establish first a preferred system of streets necessary to support the future downtown development and procedures by which any changes to this preferred system would be given full discussion prior to being placed into effect. It must be noted that because of the dynamic nature of development in the downtown area, that any preferred system must be reviewed frequently to reflect changes in development concept, use of the various transit modes and other changes such as fuel cost increases, etc. Further, no major changes should be made until new developments are either approved or in place and these changes can be carefully evaluated.

PURPOSE

To establish a system of preferred streets, including a periodic review process, and to establish a policy for the review, analysis, and consideration of public or private proposals that would require changes to the existing system of streets, direction of traffic flow, or major revisions to existing on-street parking practices.

POLICY

It is the policy of the City Council that the streets shown in Table 1 of the appendix, including the designated direction of traffic flow, shall be the minimum system of streets considered essential to the orderly development of Centre City.

For purposes of this policy, Centre City is considered to be the area lying between the I-5 freeway and San Diego Bay, bordered on the north by Laurel Street and on the south by Commercial Street.

Recognizing that this system represents substantial changes from the existing street pattern, it is further the policy of the City Council to review each project which proposes to vacate or close to public vehicular traffic any street, or significant portion thereof, on its individual merits and at the conceptual stage of the project's development. Council review shall consider information provided by all appropriate reviewing City Departments, the Centre City Development

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POLICY (Continued)

Corporation, affected agencies and jurisdictions, recognized community groups, and trade associations representing downtown property owners and businesses.

Due to the significant and unique nature of development of this type and the difficulty of regulating it without dictating design, only general criteria are set forth in this policy. It should be emphasized that the fact that a project may meet this criteria will not assure its approval.

Concurrent with a street closing action or consideration of a proposal to change the direction of traffic flow or street width, both the property owners impacted by the action and property owners on adjacent streets where the impacts of the proposed action might be felt will be notified. Impacts involved include, but are not limited to change in direction of one-way traffic flow, conversion of traffic flow either to one-way or from one-way, elimination of parking, etc.

Any development proposal contemplating a change to the existing system of streets that would not be in conformance to the system specified in this policy may be considered on its merits. Prior to any approval, however, the full impact upon existing and planned developments will be evaluated and if approved, this policy will also be revised to reflect the modified preferred street system.

Final decisions on streets other than the preferred streets within the following areas will be subject to final determination based on redevelopment projects and specific private development needs: The portion of Columbia north of Broadway; the portion of Columbia and Marina between Broadway and Market; and the Horton Plaza Project between Broadway and Market.

The City Council recognizes that as development and redevelopment occur, requiring the incremental implementation of this system of preferred streets, congestion and traffic delays will increase from current levels. Further, as final stages of development take place, it may be necessary to program significant capital improvement projects to achieve satisfactory traffic flow.

The large number of developments, together with their complexity, proposed for Centre City require that this policy be periodically reviewed by Council. The first review and analysis (computer or manual) shall take place within two years of the policy's adoption, and thereafter as required.

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TABLE 1.

PREFERRED STREET SYSTEM

<u>Street</u>	<u>Limits</u>	<u>Existing Flow</u>	<u>Change Flow To</u>
North Harbor Drive	Ash to Laurel	2-Way	
Pacific Highway	Harbor Drive to Laurel	2-Way	
Harbor Drive	8th Ave. to Pacific Highway	2-Way	
Kettner Boulevard	Harbor to Market	Closed	2-Way
Kettner Boulevard	Market to "G"	2-Way	
Kettner Boulevard	"G" to "A"	1-Way S'bound	2-Way
Kettner Boulevard	"A" to Laurel	1-Way S'bound	
India Street	"A" to Laurel	1-Way N'bound	
Columbia Street	Broadway to "A"	2-Way	1-Way S'bound
Columbia Street	"A" to I-5	1-Way S'bound	
State Street	Broadway to Ash	2-Way	1-Way N'bound
State Street	Ash to I-5	1-Way N'bound	
Union Street	Market to Ash	2-Way	
Front Street	Market to I-5	1-Way S'bound	
First Avenue	Market to I-5	1-Way N'bound	
Second Avenue	"A" to I-5	2-Way	
Third Avenue	Broadway to "A"	2-Way	
Third Avenue	"A" to I-5	1-Way N'bound	
Fourth Avenue	"K" to Island	2-Way	
Fourth Avenue	Island to I-5	1-Way S'bound	
Fifth Avenue	Harbor to Market	2-Way	(2-Way w/special treatment to Accommodate Gas-lamp development)
Fifth Avenue	Market to "C"	1-Way N'bound	
Fifth Avenue	Market to Broadway	1-Way N'bound	
Fifth Avenue	"C" to I-5	1-Way N'bound	
Sixth Avenue	"L" to Island	2-Way	
Sixth Avenue	Island to I-5	1-Way S'bound	
Seventh Avenue	Market to Beech	1-Way N'bound	
Eighth Avenue	Harbor to Market	2-Way	
Eighth Avenue	Market to Ash	1-Way S'bound	
Ninth Avenue	Market to Ash	1-Way N'bound	
Tenth Avenue	Imperial to Island	2-Way	
Tenth Avenue	Island to Ash	1-Way S'bound	
Eleventh Avenue	Imperial to Island	2-Way	
Eleventh Avenue	Island to Russ Boulevard	1-Way N'bound	
Twelfth Avenue	Broadway to "C"	1-Way N'bound	
Twelfth Avenue	"C" to I-5	2-Way	
Thirteenth Street	"C" to National	2-Way	1-Way S'bound
Fourteenth Street	National to "C"	2-Way	1-Way N'bound
Sixteenth Street	Imperial to "B"	2-Way	
Seventeenth Street	Logan to Market	1-Way S'bound	
Seventeenth Street	Broadway to "B"	1-Way S'bound	

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TABLE 1. (Continued)

Street	Limits	Existing Flow	Change Flow To
Laurel Street	North Harbor to I-5	2-Way	
Hawthorne Street	North Harbor to I-5	1-Way W'bound	
Grape Street	North Harbor to I-5	1-Way E'bound	
Cedar Street	Second to Fifth	1-Way E'bound	
Cedar Street	Fifth to Sixth	2-Way	
Ash Street	North Harbor to Kettner	2-Way	
Ash Street	Kettner to Tenth	1-Way W'bound	
"A" Street	Kettner to Twelfth	1-Way E'bound	
"B" Street	Third to Twelfth	1-Way W'bound	1-Way W'bound (1)
"B" Street	Twelfth to I-5	1-Way W'bound	
"C" Street	Columbia to Twelfth	1-Way E'bound (2)	
"C" Street	Twelfth to I-5	1-Way E'bound	
Broadway	Pacific to I-5	2-Way	
"E" Street	Fourth to Thirteenth	1-Way E'bound	
"E" Street	Thirteenth to I-5	2-Way	1-Way E'bound
"F" Street	Fourth to I-5	1-Way W'bound	
"G" Street	* Pacific Highway to Fourth (2)	1-Way E'bound	2-Way
"G" Street	** Fourth to I-5 (3)	1-Way E'bound	
Market Street	Pacific Highway to I-5	2-Way	
Imperial Avenue	Eighth to I-5	2-Way	
	*Pacific Highway to Front	2-Way	
	**Front St. to I-5 (3)	1-Way E'bound	

GENERAL

- A. Horton Plaza project requires access via the following - Second Avenue, Market to "G"; Second Avenue, "E" to Broadway; Third Avenue, Market to "G"; Third Avenue, "E" to Broadway; "E" Street, Front Street to First Avenue; and "F" Street, Front Street to First Avenue.
- B. Implementation of this preferred system of streets may require additional capital improvements in order to minimize congestion and delay as development and redevelopment takes place in Centre City.
- C. Changes in direction of existing traffic flow will be implemented on an "as needed" basis, when justified and approved by Council.
- D. Developers may rely upon Fifth Avenue from "C" to the I-5 connections, Seventh Avenue from Market to Beech and Ninth Avenue from Market to Ash continuing as one way northbound as set out in Table 1. The Council recognizes that these important northbound streets are critical for egress out of downtown San Diego and further than any changes in direction of those streets will have a detrimental impact upon that section of Downtown San Diego that is currently developing "B" Street as the primary Financial District.

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FOOTNOTES

1. "B" Street between Third and Seventh Avenues, currently one-way westbound, is the location of five existing high rise buildings with two additional major office structures under construction and two in the planning stage. Further, "B" Street is a primary connection from, (a) the South Bay area via I-5, (b) the north coastal areas via I-5, and (c) the northern inland communities via State Route 163, thus providing principal ingress to these projects as well as to the core of Centre City. Studies have indicated that long range development of the downtown area may require consideration of providing for eastbound traffic on "B" Street east of Third Avenue. Because of the criticality of "B" Street, any decision regarding the change of flow must fully consider any possible detrimental impacts on the major private developments. It is recommended, however, that any new developments which may be proposed along "B" Street consider the possibility of one lane of eastbound flow.

2. A minimum of one lane of eastbound traffic shall be maintained during the time period when there is only single track operation of the LRT. When the second track is placed in operation, it will be necessary to prohibit all vehicular traffic in those four blocks between Columbia Street on the west and Ninth Avenue on the east in which there are LRT stops. A minimum of one lane of eastbound traffic shall be maintained in all other blocks between Columbia Street and Ninth Avenue. In order to enhance traffic circulation from and to the north between Third Avenue and Ninth Avenue, LRT stops shall be located only in odd-numbered blocks (such as, between Third and Fourth Avenues; or between Fifth and Sixth Avenues; or between Seventh and Eighth Avenues). This concept will always permit southbound traffic on Fourth, Sixth and Eighth Avenues to use "C" Street as a "turn around" street to return to the north to connect to the freeway system without crossing Broadway.

Further, it is imperative that there be at least one lane of traffic open at all times on "C" Street between Ninth and Sixteenth Avenues so as to facilitate egress from downtown via State Route 163 northbound, I-5 northbound, I-5 southbound and to North Park and East San Diego via Pershing Drive. Ultimately, traffic circulation requirements may make it necessary to relocate curbs, planters and sidewalks on the north side of "C" Street in order to carry eastbound traffic for its entire length.

3. Dependent on future traffic flow, it may be necessary for Council to extend two-way flow on "G" Street easterly to Sixth Avenue within the existing roadway because of inbound morning peak period left turn capacity problems that may occur on Fourth Avenue and "F" Street. Extending "G" Street two-way to Sixth Avenue would provide an additional opportunity for motorists diverted from "F" Street because of its closing at Fourth Avenue, to jog over to "G" Street via Sixth Avenue. For this reason, no developments should be allowed which would prevent this extension.

Adopted by Resolution No. 255020 Dated 09-15-81
Amended by Resolution No. 256223 Dated 04-19-82
Amended by Resolution No. 258220 Dated 04-11-83

Passed and adopted by the Council of The City of San Diego on APR 15 1985,
by the following vote:

Councilmen	Yeas	Nays	Not Present	Ineligible
Bill Mitchell	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bill Cleator	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gloria McColl	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
William Jones	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ed Struiksma	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mike Gotch	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dick Murphy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Uvaldo Martinez	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Roger Hedgecock	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

ROGER HEDGECOCK
Mayor of The City of San Diego, California.

(Seal)

CHARLES G. ABDELNOUR
City Clerk of The City of San Diego, California.

By Barbara Baxter, Deputy.

Office of the City Clerk, San Diego, California

Resolution Number R-262923 Adopted APR 15 1985

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