



002331

REPORT NO. CCDC-07-34
RTC-07-133

DATE ISSUED: July 25, 2007

ATTENTION: Honorable Chair and Members of the Redevelopment Agency
Council President and City Council
Docket of July 31, 2007

ORIGINATING DEPT.: Engineering & Capital Projects

SUBJECT: G Street One-Way Eastbound Conversion and installation of angle parking from Pacific Highway to Front Street and Certification of a Mitigated Negative Declaration for the Downtown San Diego Train Whistle Quiet Zone

COUNCIL DISTRICT: District 2

REFERENCE: None

STAFF CONTACT: Patti Boekamp, 619-236-6274

REQUESTED ACTION: That the San Diego City Council ("Council") and the Redevelopment Agency of the City of San Diego ("Agency") take such actions as necessary for the conversion of G Street from two-way to one-way eastbound from Pacific Highway to Front Street, including diagonal parking on the north side of G Street from Pacific Highway to Front Street and the installation of necessary signs, markings, and traffic signal modifications of G Street; and the certification of the Mitigated Negative Declaration ("MND") for the Downtown San Diego Quiet Zone.

STAFF RECOMMENDATION:

That the Agency:

- Certify the Final Mitigated Declaration and adopt the Mitigation Monitoring and Reporting Program with respect to the Quiet Zone project.

That the Council:

- Approve the conversion of G Street to one-way eastbound operation from Pacific Highway to Front Street as a condition of the proposed Downtown San Diego Quiet Zone;

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Approve the installation of angle parking on the north side of G Street between Pacific Highway and Front Street in conjunction with the conversion of G Street to one-way operation;

- State for the record that the final Mitigated Negative Declaration has been reviewed and considered prior to approving the project;
- Direct the City Clerk to file a Notice of Determination

SUMMARY:

Background

Downtown San Diego, like many urban environments with large population growth, has had an increase in residents adjacent to railroad tracks and crossings. As the area along the rail corridor has transitioned from industrial to residential and recreational uses, the noise associated with the sounding of locomotive and trolley horns has become a major concern to residents and hotel visitors. Train horns, especially during the nighttime hours, can have a significant negative impact on the quality of life of the residents.

On January 31, 2000, Council adopted an ordinance prohibiting the use of train whistles in downtown San Diego between the hours of 11:00pm and 6:00am except in emergencies. However, this has not proven to be effective. Therefore, we are pursuing the option through a new rule by the Federal Railroad Administration of a "Quiet Zone" designation that would prohibit the use of train horns.

The Federal Railroad Administration (FRA) is addressing this quality-of-life issue with its Final Rule for the Use of Locomotive Horns at Highway-Rail Crossings. In this rule, the FRA has set out the regulatory procedures and technical requirements necessary for the implementation of a Quiet Zone in which train horn noise may be reduced. It is important to note that the rules limit, but not completely prohibit, the sounding of horns. Examples of continued use are the requirement to sound the horns when starting and stopping at stations, and in emergencies.

Proposed Improvements

The City and CCDC are working towards the implementation of a Downtown San Diego Quiet Zone to improve the quality of life for downtown residents and visitors by reducing train whistle noise throughout the day, but especially late at night. To do so, additional safety improvements will need to be made at each of Downtown's 13 rail crossings from Park Boulevard to Laurel Street. These improvements include but are not limited to: additional crossing gates and/or center medians to prevent wrong-way drivers from entering a crossing; pedestrian gates where visibility is limited by adjacent buildings or other structures; and traffic signal modifications, new railroad crossing signals, and pre-signals. Not all of these improvements will be required at all locations.

Actions relating to the installation of these improvements will be brought to Council at a later date.

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Conversion of G Street to One-Way Operation

The trolley and freight tracks cross diagonally through the intersection of Kettner Boulevard and G Street. This limits the Quiet Zone design options to either closing one or both streets, or converting one or both streets to one-way operation. It is not possible to use other options such as medians only, or upgrading the intersection to quad gates, to meet the Quiet Zone requirements.

Two traffic studies commissioned by CCDC (by Korve Engineering and by Wilson & Company) indicated that closure of either Kettner Boulevard or G Street would result in significant impacts to traffic circulation in the western portion of downtown. Converting Kettner Boulevard to one-way southbound would also have significant impacts due to the absence of east-west connections south of Broadway. Converting G Street to one-way eastbound from Pacific Highway to Front Avenue has been determined to have the least negative impact to traffic circulation. This conversion would also result in G Street being one-way eastbound from Pacific Highway all the way through downtown to 17th Street and the entrance to State Route 94, and is consistent with the Downtown Master Plan.

Council approval is required for designating a one-way street or alley, according to Municipal Code Section 82.19.

During the public outreach for the G Street one-way conversion, the residents adjacent to the one-way eastbound conversion expressed concerns about adding a third eastbound lane. It was felt that the additional lane, in conjunction with the one-way conversion, would result in higher traffic speeds. The residents strongly supported angle parking on the north curb of G Street between Pacific Highway and Front Street. This input was incorporated into the design, resulting in a net increase of 10 parking spaces. In addition, the angle parking serves as a traffic calming device and as a buffer between the street and Pantoja Park. Council approval is required for the installation of angle parking, per Section 22503 of the California Vehicle Code and Section 86.03 of the Municipal Code.

Environmental Review

CCDC prepared an Initial Study in accordance with the California Environmental Quality Act (CEQA) Guidelines as amended October 1998 and the San Diego Redevelopment Agency's Procedures for Implementation of CEQA and the State CEQA Guidelines. The Agency then prepared a draft Mitigated Negative Declaration that was advertised in the *Daily Transcript* on February 26, 2007, and distributed to Federal, State, County, and City agencies as well as interested groups and individuals.

The Draft MND concluded that the conversion of G Street to one-way between Harbor Drive and Front Street would have a significant impact on the level of service at the following two intersections as buildout occurs within downtown San Diego: (1) G Street/State Street; and (2) Broadway/State Street. The MND further concluded that implementation of specific improvements at each of the affected intersections would reduce this impact to below a level of significance. The required improvements are identified in the Mitigation Monitoring and Reporting Program.

Two comments were received during the public input period and are included in Attachment A. Neither of these letters identified any new impacts or mitigation measures related to the proposed G Street conversion. Thus, no modifications to the results or conclusions of the MND are necessary.

It is recommended that the Agency certify the Final MND, which concluded that the proposed Quiet Zone Project and the associated roadway and/or crossing changes would not have a significant impact on the environment with implementation of the mitigation measures identified in the Mitigation Monitoring and Reporting Program.

FISCAL CONSIDERATIONS: This action only approves the conversion, and has no fiscal impact. The estimated \$529,000 capital cost to implement the conversion will be paid by CCDC and will be brought for action later with the entire Quiet Zone project.

PREVIOUS COUNCIL and/or COMMITTEE ACTION:

On January 31, 2000, the City Council adopted Ordinance 18744, amending the Municipal Code to create Section 85.28, prohibiting the use of train whistles in downtown San Diego between the hours of 11:00pm and 6:00am except in emergencies.

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS:

On March 3, 2005, a public workshop was held to present the Quiet Zone design and update to the public. The design included the G Street conversion to a one-way street. Public comment and input from the meeting was gathered for incorporation into the Quiet Zone design. Over 100 people attended the meeting.

On January 5, 2006, a public notification meeting for the one-way conversion of G Street and Quiet Zone status update was held. Over 1,800 meeting notification letters were mailed to adjacent property owners, email notifications were sent to the Corporation email list, and letters were hand-delivered to adjacent property owners. Approximately 70 people attended the meeting. The majority of the attendees supported the Quiet Zone project as improving their quality of life.

On July 17, 2006, a Quiet Zone public update meeting was held. The meeting was chaired by Councilmember Kevin Faulconer and Corporation President Nancy Graham. Nearly 300 people attended the meeting. An overall project update was provided by Corporation staff, followed by a presentation by LeeAnn Dickson of the Federal Railroad Administration. Ms. Dickson responded to resident and business complaints concerning train horns. The BNSF Railway, North County Transit District (Coaster), and Metropolitan Transit System (Trolley) also had representatives present to answer questions and to assure commitment to the community to move the project forward.

On February 26, 2007, a Mitigated Negative Declaration for the project was circulated for a 30-day public comment period ending March 28, 2007. The Mitigated Negative Declaration requests comments on the environmental issues evaluated for the Quiet Zone project, and contains a description of the project work.

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On May 30, 2007, the CCDC Board recommended (5-0) that the City Council approve the G Street One-Way Conversion and the MND.

KEY STAKEHOLDERS & PROJECTED IMPACTS:

Downtown San Diego residents and hotel guests will benefit from the reduction of train whistle noise late at night.

Some downtown residents along the G Street corridor may need to alter travel routes because of the conversion of G Street to one-way operation.

An increase of 10 parking spaces on the north side of G Street will be provided to local residents and visitors.

CONCLUSION

Approval of the recommended actions would allow the Quiet Zone Project to move forward by approving the G Street one-way conversion and certifying the environmental document. The Quiet Zone Project will improve the quality of life for downtown residents.



Patti Boekamp

Director, Engineering & Capital Projects



Richard F. Haas

Deputy Chief of Public Works

Attachment: Final Mitigated Negative Declaration for the Downtown San Diego Quiet Zone

002337 REQUEST FOR COUNCIL ACTION
CITY OF SAN DIEGO

1. CERTIFICATE NUMBER (FOR AUDITOR'S USE)

TO: CITY ATTORNEY

2. FROM (ORIGINATING DEPARTMENT):
ENGINEERING & CAPITAL PROJECTS

3. DATE:
June 11, 2007

4. SUBJECT:
CONVERSION OF G STREET TO ONE-WAY OPERATION WITHIN THE DOWNTOWN QUIET ZONE
(companion to Redevelopment Agency)

5. PRIMARY CONTACT (NAME, PHONE, & MAIL STA.)
Patti Boekamp, x66274, MS 9A

6. SECONDARY CONTACT (NAME, PHONE, & MAIL STA.)
Brad Jacobsen, x33045, MS 612

7. CHECK BOX IF REPORT TO COUNCIL IS ATTACHED

8. COMPLETE FOR ACCOUNTING PURPOSES

FUND				
DEPT.				
ORGANIZATION				
OBJECT ACCOUNT				
JOB ORDER				
C.I.P. NUMBER				
AMOUNT				

9. ADDITIONAL INFORMATION / ESTIMATED COST:
None with this action. If the Quiet Zone is approved, the cost for the G Street conversion is estimated at \$529,000. CCDC/Redevelopment Agency funds have been allocated for this purpose.

10. ROUTING AND APPROVALS

ROUTE (#)	APPROVING AUTHORITY	APPROVAL SIGNATURE	DATE SIGNED	ROUTE (#)	APPROVING AUTHORITY	APPROVAL SIGNATURE	DATE SIGNED
1	ORIG. DEPT	<i>[Signature]</i>	7/9/07	8	DEPUTY CHIEF	<i>[Signature]</i>	7-16-07
2	EAS	<i>[Signature]</i>	7/9/07	9	COO	<i>[Signature]</i>	7-16-07
3	EACP- EXEMPT			10	CITY ATTORNEY	<i>[Signature]</i>	7-17-07
4	COUNCIL LIAISON OFFICE	<i>[Signature]</i>	7/11/07	11	ORIG. DEPT	<i>[Signature]</i>	7-17-07
5	FINANCIAL MANAGEMENT	<i>[Signature]</i>	7/12/07	DOCKET COORD: _____ COUNCIL LIAISON <i>[Signature]</i> 7/18			
6	AUDITOR	<i>[Signature]</i>	7/13/07	<input checked="" type="checkbox"/> COUNCIL PRESIDENT <i>[Signature]</i> <input type="checkbox"/> SPOB <input type="checkbox"/> CONSENT <input checked="" type="checkbox"/> ADOPTION			
7	GENERAL SERVICES - STREETS	<i>[Signature]</i>	7/13/07	<input type="checkbox"/> REFER TO: _____ COUNCIL DATE: 7/31/07			

11. PREPARATION OF: RESOLUTIONS ORDINANCE(S) AGREEMENT(S) DEED(S)

- Approving the conversion of G Street to one-way eastbound operation from Pacific Highway to Front Street as a condition of the proposed Downtown San Diego Quiet Zone;
- Approving the installation of angle parking on the north side of G Street between Pacific Highway and Front Street in conjunction with the conversion of G Street to one-way operation;
- Stating for the record that the final Mitigated Negative Declaration has been reviewed and considered prior to approving the project; directing the City Clerk to file a Notice of Determination

11A. STAFF RECOMMENDATIONS:
Approve the resolution and ordinance.

12. SPECIAL CONDITIONS (REFER TO A.R. 3.20 FOR INFORMATION ON COMPLETING THIS SECTION.)
COUNCIL DISTRICT(S): 2
COMMUNITY AREA(S): Centre City
ENVIRONMENTAL IMPACT: The City of San Diego as Responsible Agency under CEQA has reviewed and considered an MND, SCH NO. 2007021121, dated April 3, 2007, covering this activity, prepared by the Centre City Development Corporation as Lead Agency.
HOUSING IMPACT: None
OTHER ISSUES: None

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EXECUTIVE SUMMARY SHEET

DATE ISSUED:

REPORT NO.:

ATTENTION: Honorable Chair and Members of the Redevelopment Agency
Council President and City Council

ORIGINATING DEPARTMENT: Engineering & Capital Projects

SUBJECT: G Street One-Way Eastbound Conversion and installation of angle parking
from Pacific Highway to Front Street, and Certification of a Mitigated Negative
Declaration for the Downtown San Diego Train Whistle Quiet Zone

COUNCIL DISTRICT: 2

CONTACT/PHONE NUMBER: Patti Boekamp, 619 236 6274

REQUESTED ACTION:

That the San Diego City Council ("Council") and the Redevelopment Agency of the City of San Diego ("Agency") take such actions as necessary for the conversion of G Street from two-way to one-way eastbound from Pacific Highway to Front Street, including diagonal parking on the north side of G Street from Pacific Highway to Front Street and the installation of necessary signs, markings, and traffic signal modifications on G Street; and the certification of the Mitigated Negative Declaration ("MND") for the Downtown San Diego Quiet Zone.

STAFF RECOMMENDATION:

Approve the resolutions and ordinance.

EXECUTIVE SUMMARY:

Downtown San Diego has had an increase in residents adjacent to railroad tracks and crossings. As the area along the rail corridor has transitioned from industrial to residential and recreational uses, the noise associated with the sounding of locomotive and trolley horns has become a major concern to residents and hotel visitors. Train horns, especially during the nighttime hours, can have a significant negative impact on the quality of life of the residents.

On January 31, 2000, Council adopted an ordinance prohibiting the use of train whistles in downtown San Diego between the hours of 11:00pm and 6:00am except in emergencies. However, this has not proven to be effective. Therefore, CCDC and the City are pursuing the option through a new rule by the Federal Railroad Administration of a "Quiet Zone" designation that would prohibit the use of train horns.

The Federal Railroad Administration (FRA) has set out the regulatory procedures and technical requirements necessary for the implementation of a Quiet Zone in which train horn noise may be reduced. It is important to note that the rules limit, but not completely prohibit, the sounding of horns. Examples of continued use are the requirement to sound the horns when starting and stopping at stations, and in emergencies.

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Council President and City Council

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The City of San Diego and the Centre City Development Corporation (CCDC) are working towards the implementation of a Downtown San Diego Quiet Zone to improve the quality of life for downtown residents and visitors. To do so, additional safety improvements will need to be made at each of Downtown's 13 rail crossings from Park Boulevard to Laurel Street. These improvements include but are not limited to: additional crossing gates and/or center medians to prevent wrong-way drivers from entering a crossing; pedestrian gates where visibility is limited by adjacent buildings or other structures; and traffic signal modifications, new railroad crossing signals, and pre-signals. Not all of these improvements will be required at all locations.

The trolley and freight tracks cross diagonally through the intersection of Kettner Boulevard and G Street. It is not possible to use options such as medians or crossing gates to meet the Quiet Zone requirements at this location. However, converting G Street to one-way eastbound from Pacific Highway to Front Street will satisfy the FRA requirement to improve safety at this location for a Quiet Zone designation. In addition, this action has been determined to have the least negative impact to traffic circulation. The former westbound travel lane will be converted to angle parking.

CCDC, on behalf of the Agency, prepared an Initial Study in accordance with the California Environmental Quality Act (CEQA) Guidelines as amended October 1998 and the San Diego Redevelopment Agency's Procedures for Implementation of CEQA and the State CEQA Guidelines. The Agency then prepared a draft Mitigated Negative Declaration ("MND") that was advertised in the *Daily Transcript* on February 26, 2007, and distributed to Federal, State, County, and City agencies as well as interested groups and individuals. Based upon the Final MND, the Agency has determined that the proposed Quiet Zone and the associated roadway and/or crossing changes would not have a significant impact on the environment with implementation of the mitigation measures identified in the Final MND prepared for the project.

FISCAL CONSIDERATIONS:

This action only approves the conversion, and has no fiscal impact. The estimated \$529,000 capital cost to implement the conversion will be paid by CCDC and will be brought for action later with the entire Quiet Zone project.

PREVIOUS COUNCIL and/or COMMITTEE ACTION:

On January 31, 2000, the City Council adopted Ordinance 18744, amending the Municipal Code to create Section 85.28, prohibiting the use of train whistles in downtown San Diego between the hours of 11:00pm and 6:00am except in emergencies.

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS:

March 3, 2005: CCDC public workshop, with over 100 attendees

December 7, 2005: CCDC Real Estate (Planning and Projects) Committee meeting

January 18, 2006: Centre City Advisory Committee and Project Area Committee meeting

January 25, 2006: CCDC Board meeting

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July 17, 2006: Public meeting convened by Council Member Faulconer, with nearly 300 attendees

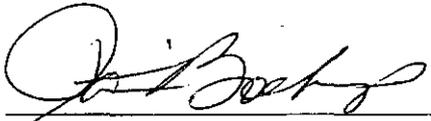
May 30, 2007: CCDC Board recommended (5-0) that the City Council approve the G Street One-Way Conversion and the MND

KEY STAKEHOLDERS & PROJECTED IMPACTS:

Downtown San Diego residents and hotel guests will benefit from the reduction of train whistle noise throughout the day, but especially late at night.

Some downtown residents along the G Street corridor may need to alter travel routes because of the conversion of G Street to one-way operation.

An increase of 10 parking spaces on the north side of G Street will be provided to local residents and visitors.



Patti Boekamp

Director, Engineering & Capital Projects



Richard F. Haas

Deputy Chief of Public Works

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DATE ISSUED:

ATTENTION: Honorable Chair and Members of the Redevelopment Agency
Council President and City Council
Docket of July 31, 2007

ORIGINATING DEPT.: Engineering & Capital Projects

SUBJECT: G Street One-Way Eastbound Conversion and installation of angle
parking from Pacific Highway to Front Street and Certification of a
Mitigated Negative Declaration for the Downtown San Diego
Train Whistle Quiet Zone

COUNCIL DISTRICT: District 2

REFERENCE: None

STAFF CONTACT: Patti Boekamp, 619-236-6274

REQUESTED ACTION: That the San Diego City Council ("Council") and the Redevelopment Agency of the City of San Diego ("Agency") take such actions as necessary for the conversion of G Street from two-way to one-way eastbound from Pacific Highway to Front Street, including diagonal parking on the north side of G Street from Pacific Highway to Front Street and the installation of necessary signs, markings, and traffic signal modifications of G Street; and the certification of the Mitigated Negative Declaration ("MND") for the Downtown San Diego Quiet Zone.

STAFF RECOMMENDATION:

That the Agency:

- Certify the Final Mitigated Declaration and adopt the Mitigation Monitoring and Reporting Program with respect to the Quiet Zone project.

That the Council:

- Approve the conversion of G Street to one-way eastbound operation from Pacific Highway to Front Street as a condition of the proposed Downtown San Diego Quiet Zone;

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- Approve the installation of angle parking on the north side of G Street between Pacific Highway and Front Street in conjunction with the conversion of G Street to one-way operation;
- State for the record that the final Mitigated Negative Declaration has been reviewed and considered prior to approving the project;
- Direct the City Clerk to file a Notice of Determination

SUMMARY:

Background

Downtown San Diego, like many urban environments with large population growth, has had an increase in residents adjacent to railroad tracks and crossings. As the area along the rail corridor has transitioned from industrial to residential and recreational uses, the noise associated with the sounding of locomotive and trolley horns has become a major concern to residents and hotel visitors. Train horns, especially during the nighttime hours, can have a significant negative impact on the quality of life of the residents.

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Proposed Improvements

The City and CCDC are working towards the implementation of a Downtown San Diego Quiet Zone to improve the quality of life for downtown residents and visitors by reducing train whistle noise throughout the day, but especially late at night. To do so, additional safety improvements will need to be made at each of Downtown's 13 rail crossings from Park Boulevard to Laurel Street. These improvements include but are not limited to: additional crossing gates and/or center medians to prevent wrong-way drivers from entering a crossing; pedestrian gates where visibility is limited by adjacent buildings or other structures; and traffic signal modifications, new railroad crossing signals, and pre-signals. Not all of these improvements will be required at all locations.

Actions relating to the installation of these improvements will be brought to Council at a later date.

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Conversion of G Street to One-Way Operation

The trolley and freight tracks cross diagonally through the intersection of Kettner Boulevard and G Street. This limits the Quiet Zone design options to either closing one or both streets, or converting one or both streets to one-way operation. It is not possible to use other options such as medians only, or upgrading the intersection to quad gates, to meet the Quiet Zone requirements.

Two traffic studies commissioned by CCDC (by Korve Engineering and by Wilson & Company) indicated that closure of either Kettner Boulevard or G Street would result in significant impacts to traffic circulation in the western portion of downtown. Converting Kettner Boulevard to one-way southbound would also have significant impacts due to the absence of east-west connections south of Broadway. Converting G Street to one-way eastbound from Pacific Highway to Front Avenue has been determined to have the least negative impact to traffic circulation. This conversion would also result in G Street being one-way eastbound from Pacific Highway all the way through downtown to 17th Street and the entrance to State Route 94, and is consistent with the Downtown Master Plan.

Council approval is required for designating a one-way street or alley, according to Municipal Code Section 82.19.

During the public outreach for the G Street one-way conversion, the residents adjacent to the one-way eastbound conversion expressed concerns about adding a third eastbound lane. It was felt that the additional lane, in conjunction with the one-way conversion, would result in higher traffic speeds. The residents strongly supported angle parking on the north curb of G Street between Pacific Highway and Front Street. This input was incorporated into the design, resulting in a net increase of 10 parking spaces. In addition, the angle parking serves as a traffic calming device and as a buffer between the street and Pantoja Park. Council approval is required for the installation of angle parking, per Section 22503 of the California Vehicle Code and Section 86.03 of the Municipal Code.

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Two comments were received during the public input period and are included in Attachment A. Neither of these letters identified any new impacts or mitigation measures related to the proposed G Street conversion. Thus, no modifications to the results or conclusions of the MND are necessary.

It is recommended that the Agency certify the Final MND, which concluded that the proposed Quiet Zone Project and the associated roadway and/or crossing changes would not have a significant impact on the environment with implementation of the mitigation measures identified in the Mitigation Monitoring and Reporting Program.

FISCAL CONSIDERATIONS: This action only approves the conversion, and has no fiscal impact. The estimated \$529,000 capital cost to implement the conversion will be paid by CCDC and will be brought for action later with the entire Quiet Zone project.

PREVIOUS COUNCIL and/or COMMITTEE ACTION:

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On February 26, 2007, a Mitigated Negative Declaration for the project was circulated for a 30-day public comment period ending March 28, 2007. The Mitigated Negative Declaration requests comments on the environmental issues evaluated for the Quiet Zone project, and contains a description of the project work.

On May 30, 2007, the CCDC Board recommended (5-0) that the City Council approve the G Street One-Way Conversion and the MND.

KEY STAKEHOLDERS & PROJECTED IMPACTS:

Downtown San Diego residents and hotel guests will benefit from the reduction of train whistle noise late at night.

Some downtown residents along the G Street corridor may need to alter travel routes because of the conversion of G Street to one-way operation.

An increase of 10 parking spaces on the north side of G Street will be provided to local residents and visitors.

CONCLUSION

Approval of the recommended actions would allow the Quiet Zone Project to move forward by approving the G Street one-way conversion and certifying the environmental document. The Quiet Zone Project will improve the quality of life for downtown residents.



Patti Boekamp
Director, Engineering & Capital Projects



Richard F. Haas
Deputy Chief of Public Works

Attachment: Final Mitigated Negative Declaration for the Downtown San Diego Quiet Zone

002349

REDEVELOPMENT AGENCY OF THE CITY OF SAN DIEGO
DOWNTOWN SAN DIEGO QUIET ZONE PROJECT
MITIGATED NEGATIVE DECLARATION

Downtown San Diego Quiet Zone - "G" Street One-Way Eastbound Conversion from Pacific Highway to Front Street & Railroad Crossing Improvements from Laurel Street to Park Boulevard in Downtown San Diego.

I. Project Description: See attached Initial Study.

II. Environmental Setting: See attached Initial Study.

Finding: The Redevelopment Agency of the City of San Diego has conducted an Initial Study (attached hereto as Exhibit "A") in accordance with the California Environmental Quality Act (CEQA) Guidelines as amended October 1998 and the San Diego Redevelopment Agency's Procedures for Implementation of CEQA and the State CEQA Guidelines. Based upon the attached Initial Study, the Agency has determined that the proposed quiet zone and the associated roadway and/or crossing changes will not have a significant effect on the environment with implementation of the mitigation measures identified in the accompanying Mitigation Monitoring and Reporting Program.

IV. Documentation: The attached Initial Study documents the reasons to support the above determination.

V. Mitigation: Specific roadway improvements which would reduce the traffic impacts to below a level of significance would be implemented as outlined in the Mitigation Monitoring and Reporting Program (Exhibit B).

VI. Public Review Distribution: Draft copies of the Mitigated Negative Declaration were distributed to the following:

Federal

Federal Railroad Administration (FRA)

State of California

Office of Planning and Research - State Clearinghouse
Regional Water Quality Control Board, Region 9
California Public Utilities Commission (CPUC)

County of San Diego

Air Pollution Control Board
Environmental Health - Hazardous Materials Management Division

City of San Diego

Office of the Mayor
Council District 2 - Kevin Faulconer
Council District 3 - Ben Hueso
City of San Diego Office of the City Attorney (2)
Central Library
City Planning and Community Investment Department - Director
Development Services Department - Director
Engineering & Capital Projects - Director
Fire Department - Fire Chief

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Police Department – Chief of Police

Agencies

Metropolitan Transit District Board (MTDB) - Director
San Diego Association of Governments (SANDAG) – Sr. Regional Planner
San Diego Unified Port District – Environmental Review Coordinator
North County Transit District (NCTD)
Metropolitan Transit System (MTS)

Groups and Individuals

Centre City Advisory Committee
San Diego Downtown Partnership
Downtown Residents Group
East Village Association
Gaslamp Quarter Association
Harbor Club Association
Little Italy Association
Burlington Northern Santa Fe Railroad (BNSF)
Amtrak

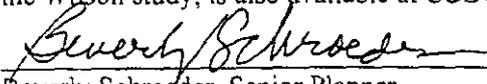
A copy of the Notice of Availability (NOA) was distributed to the following:

San Diego Daily Transcript

VII. Results of Public Review:

- () No comments were received during the public input period.
- Comments were received but did not address the Mitigated Negative Declaration finding or the accuracy/completeness of the Initial Study. No response is necessary. The letters are attached.
- () Comments addressing the findings of the draft Mitigated Negative Declaration and/or accuracy or completeness of the Initial Study were received during the public input period. Responses to these comments follow, and the letters of comment are attached.

Copies of the Mitigated Negative Declaration and Initial Study are available in the office of the Centre City Development Corporation, 225 Broadway, Suite 1100, San Diego, California 92101 for review or for purchase at the cost of reproduction. The traffic study referenced in this report, entitled *Downtown Quiet Zone - G Street Conversion and Raised Median Analysis (Wilson & Company, February 2007)*, is attached to the Initial study as Attachment 1 as well as available at CCDC. The Korve Engineering study dated September 2005, referenced in the Wilson study, is also available at CCDC.


Beverly Schroeder, Senior Planner
Centre City Development Corporation

Feb 23, 2007
Date of Draft Report

April 3, 2007
Date of Final Report



002351
 ARNOLD SCHWARZENEGGER
 GOVERNOR

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



CYNTHIA BRYANT
 DIRECTOR

March 28, 2007

Beverly Schroeder
 City of San Diego
 225 Broadway, Suite 1100
 San Diego, CA 92101

Subject: Quiet Zone Project
 SCH#: 2007021121

Dear Beverly Schroeder:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 27, 2007, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

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

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

Sincerely,

Terry Roberts
 Director, State Clearinghouse

CENTRE CITY
 DEVELOPMENT
 CORPORATION

Enclosures
 cc: Resources Agency

APR 02 2007
 Orig. To: B. Sch.
 Copy To: _____

SCH# 2007021121
Project Title Quiet Zone Project
Lead Agency San Diego, City of

002353 **Type** MN Mitigated Negative Declaration

Description

D

Quiet Zone project is intended to reduce the impact of train horns on residents and businesses in Downtown San Diego. A series of improvements are being proposed at 13 railroad crossings. Improvements include new raised medians, extension of existing raised medians, pavement repair and/or replacement, track and crossing repair/replacement; new or modified railroad signals, changes in railroad signal warning time durations to be in compliance with current FRA regulations, new fencing, pedestrian barrier railing, concrete barriers, presignals. Also proposed would be the conversion of G Street from a two-way street to a one-way eastbound street between Pacific Highway and Front Street.

Lead Agency Contact

Name Beverly Schroeder
Agency City of San Diego
Phone (619) 533-7113 **Fax**
email
Address 225 Broadway, Suite 1100
City San Diego **State** CA **Zip** 92101

Project Location

County San Diego
City
Region

Cross Streets**Parcel No.****Township****Range****Section****Base****Proximity to:**

Highways 163
Airports Lindbergh Field
Railways BNSF, NCTD, MTS, Amtrak
Waterways San Diego Bay
Schools Harborside, Monarch
Land Use

Project Issues Traffic/Circulation

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 9; Department of Parks and Recreation; Native American Heritage Commission; Public Utilities Commission; Department of Fish and Game, Region 5; Department of Water Resources; California Highway Patrol; Caltrans, District 11; Department of Toxic Substances Control

Date Received 02/26/2007 **Start of Review** 02/26/2007 **End of Review** 03/27/2007

NATIVE AMERICAN HERITAGE COMMISSION

315 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

CENTRE CITY
DEVELOPMENT
CORPORATION

MAR 15 2007

March 15, 2007

Ms. Beverly Schroeder

Centre City Development Corporation

225 Broadway, Suite 1100
San Diego, CA 92101-5074

Orig. To: _____
Copy To: _____

Re: SCH#2007021121; CEQA Notice of Completion; Proposed Mitigated negative Declaration for QUIET ZONE PROJECT; Redevelopment Agency of the City of San Diego; San Diego County, California

Dear Ms. Schroeder:

Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state's Trustee Agency for Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

✓ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the information center nearest you is available from the State Office of Historic Preservation (916/653-7278) <http://www.ohp.parks.ca.gov/1068/files/IC%20Roster.pdf>. The record search will determine:

- If a part or the entire APE has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information center.

✓ Contact the Native American Heritage Commission (NAHC) for:

- * A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section.
- The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE).
- ✓ Lack of surface evidence of archaeological resources does not preclude their subsurface existence.
- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archaeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

✓ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial study identifies the presence or likely presence of Native American human

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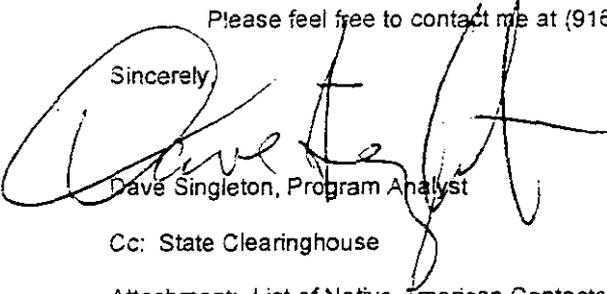
remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton, Program Analyst

Cc: State Clearinghouse

Attachment: List of Native American Contacts

002357

Native American Contacts
San Diego County
March 15, 2007

San Pasqual Band of Mission Indians
Allen E. Lawson, Chairperson
PO Box 365 Diegueno
Valley Center, CA 92082
760) 749-3200
760) 749-3876 Fax

Kwaaymii Laguna Band of Mission Indians
Carmen Lucas
P.O. Box 775 Diegueno -
Pine Valley, CA 91962
(619) 709-4207

Santa Ysabel Band of Diegueno Indians
Johnny Hernandez, Spokesman
PO Box 130 Diegueno
Santa Ysabel, CA 92070
randietaylor@yahoo.com
760) 765-0845
760) 765-0320 Fax

Kumeyaay Cultural Repatriation Committee
Steve Banegas, Spokesperson
1095 Barona Road Diegueno/Kumeyaay
Lakeside, CA 92040
(619) 443-6612
(619) 443-0681 FAX

Sycuan Band of the Kumeyaay Nation
Danny Tucker, Chairperson
1459 Sycuan Road Diegueno/Kumeyaay
El Cajon, CA 92021
silva@sycuan-nsn.gov
619 445-2613
619 445-1927 Fax

Santa Ysabel Band of Diegueno Indians
Devon Reed Lomayesva, Esq, Tribal Attorney
PO Box 130 Diegueno
Santa Ysabel, CA 92070
(760) 765-0845
(760) 765-0320 Fax

Lamul Indian Village
Leon Acebedo, Chairperson
P.O. Box 612 Diegueno/Kumeyaay
Lamul, CA 91935
lamulrez@sctdv.net
619) 669-4785
619) 669-43173 - Fax

Ewiiapaayp Tribal Office
Will Micklin, Executive Director
PO Box 2250 Kumeyaay
Alpine, CA 91903-2250
wmicklin@leaningrock.net
(619) 445-6315 - voice
(619) 445-9126 - fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007021121; CEQA Notice of Completion; Proposed Mitigated negative Declaration for QUIET ZONE PROJECT; Redevelopment Agency of the City of San Diego; San Diego County, California.

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Clint Linton
P.O. Box 507
Santa Ysabel, CA 92070
(760) 803-5694
clinton73@aol.com

Diegueno/Kumeyaay

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.34 of the Public Resources Code and Section 5097.38 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007021121; CEQA Notice of Completion; Proposed Mitigated negative Declaration for QUIET ZONE PROJECT; Redevelopment Agency of the City of San Diego; San Diego County, California.



San Diego County Archaeological Society, Inc.

Environmental Review Committee

4 March 2007

To: Ms. Beverly Schroeder
Centre City Development Corporation
225 Broadway, Suite 1100
San Diego, California 92101-5074

Subject: Proposed Mitigated Negative Declaration
Quiet Zone Project

Dear Ms. Schroeder:

I have reviewed the subject PMND on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the PMND and initial study for the project, we agree that no significant impacts to cultural resources are likely to result from the project. Therefore, we also agree that no mitigation measures for such impacts are necessary.

Thank you for including SDCAS in the public review of this project's environmental documents.

Sincerely,


James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: SDCAS President
File

CENTRE CITY
DEVELOPMENT
CORPORATION

MAR 06 2007

Orig. To: _____
Copy To: _____

EXHIBIT A.

002361

ENVIRONMENTAL CHECKLIST FORM

1. Project Title: Downtown San Diego Quiet Zone Project
2. Lead Agency Name and Address: Centre City Development Corporation (CCDC)
225 Broadway, Suite 1100
San Diego, CA 92101
3. Contact Person and Phone Number: John Anderson
(619) 533-7140
4. Project Location: Downtown San Diego along railroad right of way between Laurel Street and Park Boulevard
5. Project Sponsor's Name and Address: Centre City Development Corporation
225 Broadway, Suite 1100
San Diego, CA 92101
6. General Plan Designation: Not Applicable
7. Zoning: Not Applicable
8. Description of Project: In order to qualify for a federally-designated Quiet Zone intended to reduce the impact of train horns on the residents and businesses of downtown San Diego, a series of improvements are being proposed at 13 railroad crossings (Figure 1).

The twelve existing crossings consist of one-way streets and two-way streets as follows:

<u>Crossing Street</u>	<u>Existing Configuration</u>
Laurel Street	Two-way (east-west)
Hawthorn Street	One-way (west)
Grape Street	One-way (east)
Cedar Street	Two-way (east-west)
Beech Street	Two-way (east-west)
Ash Street	Two-way (east-west)
Broadway	Two-way (east-west)
Kettner Boulevard / G Street	Two-way (both streets, north-south & east-west, respectively)
Market Street	Two-way (east-west)
Front Street	One-way (south)
First Avenue	One-way (north)
Fifth Avenue	Two-way (north-south)
Park Boulevard	N/A

Each existing crossing has active railroad warning devices consisting of one or more California Public Utilities Commission (PUC) No. 8, No. 9, No. 9A and/or No. 10 railroad active warning devices (see Figure 2). All crossings have gates located on the entrance side of the tracks. All two-way street crossings except Cedar Street and Beech Street have raised medians of varying lengths and configurations.

The proposed improvements at the thirteen existing crossings would involve physical upgrades to streets and/or the installation of enhancements including, but not limited to:

- New raised medians;
- Extension of existing raised medians;
- Pavement repair and/or replacement;

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- Track and crossing panel repair/replacement;
- New and/or modified railroad signals;
- Changes in railroad signal warning time durations to be in compliance with current FRA regulations;
- Changes in preemption times of adjacent traffic signals to be in compliance with current MUTCD requirements and current industry practices;
- New fencing;
- Pedestrian barrier railing;
- Concrete barriers;
- Presignals; and/or
- Trimming and/or removal of vegetation that potentially affects clear sight distance.

Also proposed, would be the conversion of G Street from a two-way street to a one-way eastbound street between Pacific Highway and Front Street, with the addition of diagonal parking on the north side. This change in parking would not reduce the number of parking spaces available in the area but would, in fact, result in a net increase of 10 spaces. At each crossing the signing and striping would be reapplied, required railroad crossing signage would be added, as necessary, and detectable warning tiles would be installed on the sidewalks at all approaches to the tracks.

Other specific improvements at each crossing are summarized below. Figure 2 illustrates the PUC designations for the different types of active railroad warning devices described below.

Laurel Street

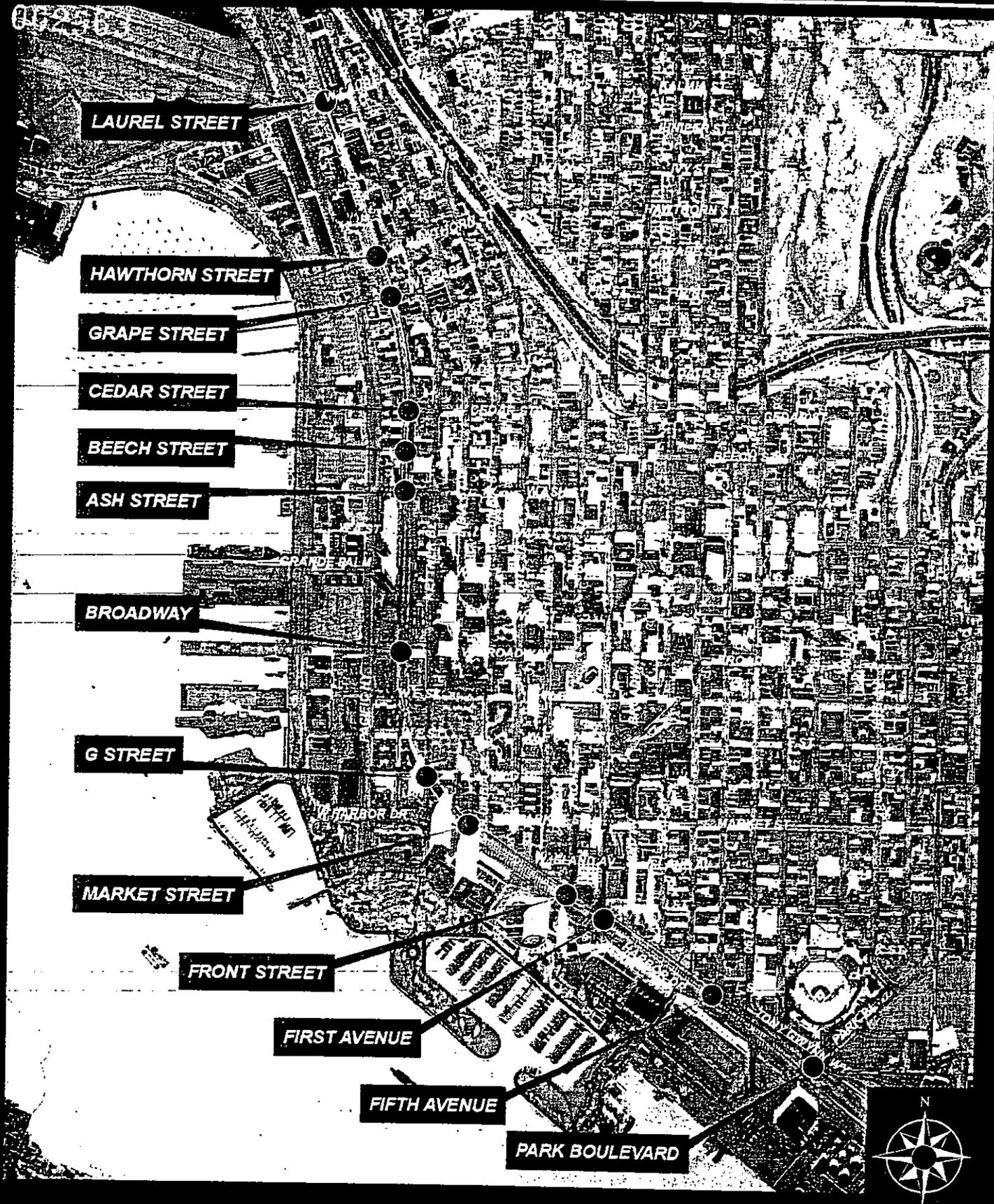
- Installation of the following active railroad warning devices: one westbound No. 9 exit gate and one eastbound No. 9 exit gate;
- Removal of the following active railroad warning devices: one No. 9 gate at California Street, north of Laurel Street, one No. 8 flasher at northwest quadrant, and one No. 8 flasher at southeast quadrant;
- Extension of western raised median to the east closer to the tracks and west to the Pacific Highway intersection;
- Extension of eastern raised median to the east to the Kettner Boulevard intersection;
- Removal of two existing 50' long strips of concrete paving located between railroad tracks and California Street and immediately north and south of Laurel Street and replacement with concrete barriers and/or fencing; and
- Relocation of a tubular steel fencing between Trolley overpass and Coaster tracks farther away from the Coaster tracks.

Hawthorn Street

- Installation of the following active railroad warning devices: one No. 9 pedestrian gate on the sidewalk at northeast quadrant, one No. 9 pedestrian gate on the sidewalk at southeast quadrant, one No. 9 gate at California Street, north of Laurel Street, and four flasher lenses on existing No. 9A cantilever structures; and
- Removal of two existing 50' long strips of concrete paving located between railroad tracks and California Street and immediately north and south of Hawthorn Street and replacement with concrete barriers and/or fencing.

Grape Street

- Installation of the following active railroad warning devices: one No. 9 pedestrian gate on the sidewalk at northeast quadrant and one No. 9 pedestrian gate on the sidewalk at southeast quadrant;
- Removal of the following active railroad warning devices: one No. 8 flasher at northeast quadrant and one No. 8 flasher at southeast quadrant; and



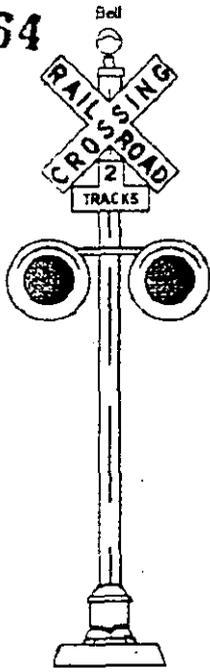
Source: Project Design Consultants, 2/2007

1 inch = 1200 feet

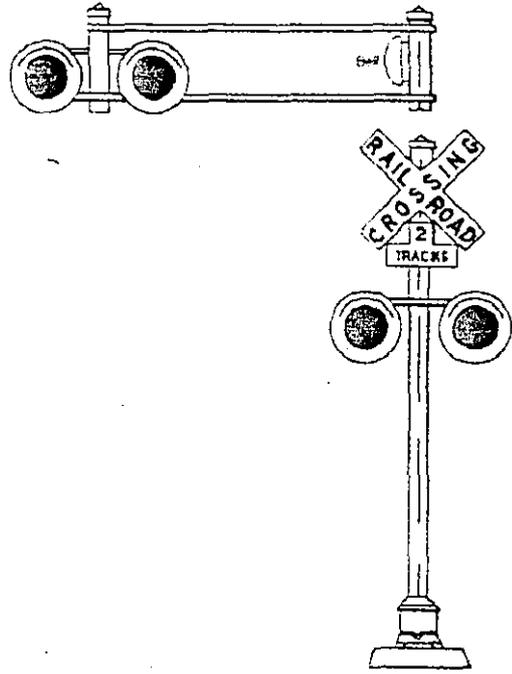
San Diego Downtown Quiet Zone

Figure 1

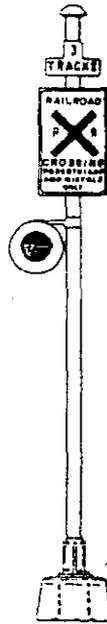
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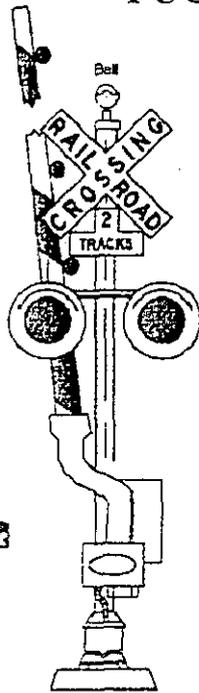
PUC # 8



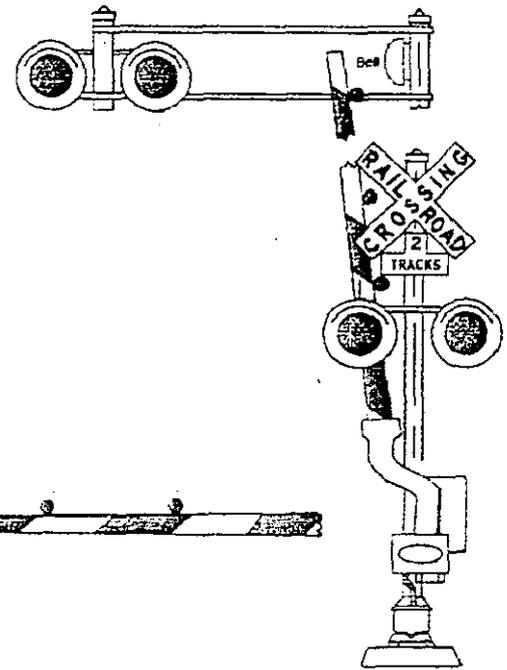
PUC # 8A



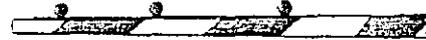
PUC # 10



PUC # 9



PUC # 9A



Source: CPUC, 2/2007

- Removal of two existing 50' long strips of concrete paving located between railroad tracks and California Street and immediately north and south of Grape Street and replacement with concrete barriers and/or fencing.

Cedar Street

- Installation of the following active railroad warning devices: one westbound No. 9 exit gate; one eastbound No. 9 exit gate; and one No. 8 flasher between Coaster and Trolley tracks at end of Trolley boarding platform;
- Removal of the following active railroad warning devices: one No. 9 gate at California Street north of Cedar Street;
- Construct western raised median between tracks and Pacific Highway with the exception of one opening for access to existing driveways to the Jack In The Box and Los Panchos restaurants;
- Construct eastern raised median between tracks and Kettner Boulevard; and
- Removal of one existing 50' long strip of concrete paving located between railroad tracks and California Street and immediately north Grape Street and replacement with concrete barrier and/or fencing.

Beech Street

- Installation of the following active railroad warning devices: one westbound No. 9 exit gate; one eastbound No. 9 exit gate; and one No. 8 flasher between Coaster and Trolley tracks at end of Trolley boarding platform;
- Construct western raised median between tracks and Pacific Highway; and
- Construct eastern raised median between tracks and Kettner Boulevard.

Ash Street

- Installation of the following active railroad warning devices: one westbound No. 9 exit gate; one eastbound No. 9 exit gate; and one No. 8 flasher between Coaster and Trolley tracks at end of Depot boarding platform;
- Close opening on existing western raised median so that median is continuous from tracks to Pacific Highway;
- Close opening on existing eastern raised median so that median is continuous from tracks to Kettner Boulevard; and
- Construction of passive pedestrian swing gate on sidewalk at northeast quadrant.

Broadway

- Installation of the following active railroad warning devices: one westbound No. 8A entrance cantilever structure; one eastbound No. 8A entrance cantilever structure; one No. 8 flasher between Coaster and Trolley tracks at end of Depot boarding platform, one No. 8 flasher west of Coaster tracks and end of Depot boarding platform, one No. 9 pedestrian gate on the sidewalk at northeast quadrant, and one No. 9 pedestrian gate at southwest quadrant; and
- Removal of the following active railroad warning devices: one No. 9 flasher at southeast quadrant.

Kettner Boulevard/G Street

- Installation of the following active railroad warning devices: three No. 8 flasher at northwest, northeast and southeast quadrants;
- Removal of the following active railroad warning devices: one No. 9A entrance gate and cantilever structure for former westbound G Street; one No. 10 pedestrian flasher located between BNSF track and Trolley tracks at end of bike path;
- Modification of existing presignal configuration for northbound and southbound G Street;

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- Extension of northern raised median on Kettner Boulevard to the south closer to the tracks;
- Extension of southern raised median on Kettner Boulevard to the north closer to the tracks;
- Conversion of G Street to one-way eastbound from Pacific Highway to Front Street and replace existing parallel parking on the north side of G Street with diagonal parking;
- Construction of curb "pop-outs" at all four corners of the Kettner Boulevard / G Street intersection and shifting of all four crosswalk alignments;
- Construction of pedestrian barrier railing at southwest, northeast, and southeast quadrants;
- Removal of westerly sidewalk from G Street to just north of Trolley tracks;
- Restriction of westerly sidewalk to residents only between Trolley tracks and F Street including construction of access gate on westerly sidewalk at F Street; and
- Construction of pedestrian curb ramps across Kettner Boulevard at F Street.

Market Street

- Installation of the following active railroad warning devices: two westbound No. 9 exit gates, two No. 8 flashers between BNSF and Trolley tracks at ends bike path (north and south sides of Market Street) and one No. 8 flasher at southeast quadrant
- Removal of the following active railroad warning devices: two No. 10 pedestrian flashers located between BNSF and Trolley tracks at ends bike path (north and south sides of Market Street;)
- Installation of presignal for westbound Market Street located east of tracks; and
- Extension of pedestrian barrier railing to be continuous between BNSF track and Trolley tracks on both sides of Market Street.

Front Street

- Installation of the following active railroad warning devices: two No. 8 flashers between BNSF and Trolley tracks at ends bike path (north and south sides of Front Street) and two No. 8 flashers located between BNSF track and Harbor Drive (east and west sides of Front Street);
- Removal of the following active railroad warning devices: two No. 10 pedestrian flashers located between BNSF and Trolley tracks at ends bike path (east and west sides of Front Street);
- Installation of presignal for Front Street located east of tracks; and
- Extension of pedestrian barrier railing to be continuous between BNSF track and Trolley tracks on both sides of Front Street.

First Avenue

- Installation of the following active railroad warning devices: two No. 8 flashers between BNSF and Trolley tracks at ends bike path (north and south sides of First Avenue) and two No. 8 flashers located west of tracks (east and west sides of First Avenue);
- Removal of the following active railroad warning devices: two No. 10 pedestrian flasher located between BNSF and Trolley tracks at ends bike path (east and west sides of Front Street); and
- Extension of pedestrian barrier railing to be continuous between BNSF track and Trolley tracks on both sides of First Avenue

Fifth Avenue

- Installation of the following active railroad warning devices: one southbound No. 9 exit gate, one northbound No. 9 exit gate, one No. 8 flasher between BNSF track and Trolley tracks at end of bike path (west side of Fifth Avenue);

002367

- Potential installation of the following active railroad warning devices (subject to future needs analysis): three No. 9 pedestrian gates located at the southeast, northeast, and northwest quadrants;
- Removal of the following active railroad warning devices: one No. 10 pedestrian flasher located between BNSF and Trolley tracks at end of bike path (west side of Fifth Avenue);
- Installation of presignal at the intersection of L Street and Fifth Avenue;
- Potential widening of eastern and western sidewalks across tracks (subject to future needs analysis); and
- Extension of pedestrian barrier railing to be continuous between BNSF track and Trolley tracks on both sides of Fifth Avenue.

Park Boulevard

The Park Boulevard crossing does not exist at the present time. Construction of this crossing is contingent upon construction of a proposed pedestrian bridge near the crossing. Ultimately, Park Boulevard will be a two-way street where it crosses the tracks. The Park Boulevard crossing, as currently approved by the PUC, will include many similar design features proposed to be constructed at the other twelve existing crossings as part of the Quiet Zone (as described above). The only change which would directly result from these quiet zone improvements would consist of posting a sign which say: "No Train Horns".

9. **Surrounding Land Uses and Setting:** Located in the highly urbanized Centre City environment, the crossing improvements follow the railroad right-of-way corridor through downtown San Diego (Figure 2). Like many similar urban environments and areas with large population growth throughout the United States, downtown San Diego has had a large increase in residents adjacent to railroad tracks and crossings. In recent years, the area along the rail corridor has transitioned from industrial to mostly residential and recreational uses. The noise associated with the sounding of locomotive and trolley horns has become a major concern of residents and CCDC. Train horns, especially during the nighttime hours, can have a significant negative impact on the quality of life of the residents. The Federal government, through the Federal Railroad Administration (FRA), is addressing the quality of life issues in the Final Rule for the Use of Locomotive Horns at Highway-Rail Crossings. In this rule, the FRA set out the regulatory procedures and technical requirements necessary for the implementation of a Quiet Zone in which train horn noise is reduced. As depicted in Figure 1, the crossing improvements extend from Laurel Street, to the north, to Park Boulevard, to the south.
10. **Other public agencies whose approval is required:** Approval will be required from the California Public Utilities Commission (PUC). Agreements must also be entered into with the BNSF Railway (BNSF), San Diego Metropolitan Transit System (MTS), the North County Transit District (NCTD), FRA, and City of San Diego.

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- Aesthetics
- Agriculture Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems
- Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Beverly Schroeder
Signature

February 23, 2007
Date

Beverly Schroeder
Printed Name
Senior Planner

For

DISCUSSION:

002369

Issues and Supporting Information	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS - Would the project:				
a) Have a substantial adverse effect on a scenic vista? <i>The proposed project would not, in and of itself, impact the views of the San Diego Bay, San Diego-Coronado Bay Bridge, Point Loma, Coronado and the downtown skyline from public viewing areas including Balboa Park and Highway 94. Thus, the project would not have a significant impact on a scenic vista. In addition, the affected crossings do not possess any significant scenic resources.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? <i>As previously discussed, the upgrades associated with the San Diego Downtown Quiet Zone (proposed project) would not impact the views of the San Diego Bay, San Diego-Coronado Bay Bridge, Point Loma, Coronado and the downtown skyline from public viewing areas including Balboa Park and Highway 94. As summarized on Page I-1 through I-5, the proposed improvements involve minor street improvements to ensure safe passage of trains along the railroad corridor. The affected crossings do not possess any significant scenic resources. Thus, the proposed project would not have a direct or cumulative significant impact on aesthetics and visual quality.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings? <i>The proposed crossing improvements would be minor features when viewed against existing buildings. The improvements would involve standard upgrades commonly found at various crossings and railroad crossings throughout downtown San Diego. Therefore, the existing visual character and quality of the improvement locations and associated surrounding areas would be unaffected.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues and Supporting Information	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? *The proposed project would not involve a substantial amount of exterior lighting. The project is located in an urban environment with a substantial amount of existing street lighting, traffic signals and railroad signals. The project involves the installation of relatively few additional traffic signals, railroad signals and lenses. Therefore, no new source of substantial light or glare which would adversely affect day or nighttime views in the area.*

2. AGRICULTURE RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? *Centre City is an urban downtown environment which does not contain land designated as prime agricultural soils by the Soils Conservation Service, nor does it contain prime farmlands designated by the California Department of Conservation. Furthermore, the area does not contain, nor is it near, land zoned for agricultural use or land subject to a Williamson Act Contract pursuant to Section 51201 of the California Government Code. Therefore, no impact to agricultural resources could occur.*

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? *See 2.a.*

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? *See 2.a.*

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Issues and Supporting Information	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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3. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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| <p>a) Conflict with or obstruct implementation of the applicable air quality plan? <i>Implementation of the proposed improvements and upgrades associated with the project would not involve any changes to the existing quality of air. Thus, the project would not result in a significant conflict with air quality planning from a direct or cumulative perspective.</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? <i>The air emissions generated by downtown automobile trips would not change as a result of the crossing improvements. The number of trips would remain the same and no additional stops would be created beyond that which already occurs at crossings. Further, the wait time for trains to cross the affected streets would be unchanged by the Quiet Zone improvements. As concluded in the Downtown Quiet Zone - G Street Conversion and Raised Median Analysis prepared by Wilson & Company (see Attachment I), the level of service at two downtown intersections would experience a substantial reduction in the Level of Service at buildout. Because the Quiet Zone project would not generate any additional traffic, and because the project mitigation would include improvements to restore two affected intersections to an acceptable level of service in the long term, the project would not result in a considerable contribution to any future localized CO hotspots. Furthermore, the total amount of emissions entering the San Diego Air Basin from downtown traffic would not change as a result of the improvements because the improvements themselves would not generate automobile trips.</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Issues and Supporting Information	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? See 3.b.				
d) Expose sensitive receptors to substantial pollutant concentrations? <i>Residents and patrons of the proposed project would not be exposed to substantial levels of air contaminants as a result of the proposed crossing improvements. Installation of the proposed improvements would include minor upgrades including, quad gates, median islands, cantilever lights, pedestrian gate arms, pre-signals and other improvements all of which would not involve potentially adverse impacts associated with hazardous building materials, the creation of dust, and the generation of construction equipment emissions.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people? <i>Installation of the proposed improvements, as summarized on Pages I-1 through I-5, would not release nor emit objectionable odors into the surrounding areas.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. BIOLOGICAL RESOURCES - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? <i>Due to the highly urbanized nature of the downtown area, there are no sensitive plant or animal species, habitats, or wildlife migration corridors within the area. In addition, the ornamental trees and vegetation included in the proposed project are considered of insignificant value to native wildlife in their proposed location. Therefore, no impact associated with this issue could occur.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? See 4.a.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? See 4.a.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? See 4.a.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? See 4.a.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? See 4.a.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5? <i>The crossings which would be affected by the Quiet Zone already exist. As a result, no historic structures would be affected. Excavation required for the construction of proposed improvements will be negligible and will occur in previously-developed/disturbed areas. The proposed project site does not contain any historic or architectural resources. Therefore, no significant historical resources would be impacted.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? <i>The crossings which would be affected by the Quiet Zone already exist. As a result, no buried archaeological resources would be</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues and Supporting Information	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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affected. Excavation required for the construction of proposed improvements will be negligible and will occur in previously-developed/disturbed areas. Excavation below a depth of one foot is not anticipated with the exception of individual footings for signs and gate structures. As such, no direct or cumulative impact to archaeological resources would occur.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? *The affected crossings are underlain by the Bay Point Formation, which has high paleontological resource potential. However, as indicated above, the proposed project upgrades would not require significant excavation within this formation as to cause any significant direct impacts to potential paleontological resources. As such, no direct or cumulative impact to paleontological resources would occur.*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Disturb any human remains, including those interred outside of formal cemeteries? *As stated in 5.c., the proposed project upgrades would not require significant excavation. Additionally, the locations of the proposed improvements are not located within or near formal cemeteries as to cause any significant direct impacts.*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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6. GEOLOGY AND SOILS - Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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b) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earth-quake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. *The affected crossings are located in a seismically-active region. Although no fault or fault zone has been identified beneath the crossing improvements, the Rose Canyon fault zone traverses the downtown planning area. A seismic event on this fault could cause significant seismic ground shaking on the affected crossings. The proposed street*

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Issues and Supporting Information	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>upgrades, however, would not substantially increase the likelihood of health and safety risks associated with seismic or geologic hazards.</p>				
<p>c) Strong seismic ground shaking? See 6.b.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Seismic-related ground failure, including liquefaction? See 6.b.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Landslides? <i>The potential for landslides, slope failure and liquefaction to result in impacts to the affected crossings is considered low due to the site's flat topography and moderate to non-expansive geologic structure, respectively.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>f) Result in substantial soil erosion or the loss of topsoil? <i>The site is currently covered by impervious surfaces. The proposed upgrades would not alter this existing condition; therefore, no increase in erosion or siltation is anticipated. Minor excavation will be required during construction. However, the proposed projects will comply with regulations mandating the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) which will include Best Management Practices (BMP's) to control activities that have the potential to cause erosion and sedimentation.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>g) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction or collapse? See 6.e.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>h) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? <i>See 6.f. The proposed improvements would not involve the construction of buildings or structures creating substantial risks to life or property.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>i) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? <i>The proposed</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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improvements would not require septic tanks or alternative waste water disposal systems. In addition, Centre City is serviced by a sewage system. Issue 6.i is therefore not applicable to the Centre City area.

7. HAZARDS AND HAZARDOUS MATERIALS

- Would the project:

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| a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? <i>The proposed activity would not involve routine transport, use, or disposal of hazardous materials. Issue 7.a is therefore not applicable to this activity.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? <i>The proposed activity would not involve the release of hazardous materials. Issue 7.b is therefore not applicable to this development.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? <i>See 7.a and b.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment? <i>The proposed project is not located on or within 2,000 ft. of a site on the State of California Hazardous Waste and Substances Sites List or the County of San Diego's Site Assessment Mitigation (SAM) Case Listing. Therefore, impacts associated with this issue could not occur.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? <i>The Laurel Street, Hawthorn</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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Street, Grape Street, Cedar Street, Beech Street and Ash Street crossings are located within the boundaries of the Airport Influence Area of the Airport Land Use Compatibility Plan for San Diego International Airport. However, the proposed project involves street improvements and upgrades to crossings and would not include the construction of structures or buildings which would result in a safety hazard for people residing or working in the project area.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? <i>The proposed upgrades would not occur within the vicinity of a private airstrip. Therefore, impacts associated with this issue could not occur.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? <i>The crossing improvements would not propose any features that would affect an emergency response or evacuation plan. Therefore, no impact associated with this issue is anticipated. The proposed improvements would only operate when trains would already be impeding emergency vehicles.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? <i>The proposed activity is located in an urban area with no open fields containing substantial areas of brush and grass. There would be no risk from wildland fires. Issue 7.h is therefore not applicable.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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8. HYDROLOGY AND WATER QUALITY -
Would the project:

a) Violate any water quality standards or waste discharge requirements? <i>The quality of stormwater and urban runoff would not significantly change as a result of the proposed crossing upgrades and street improvements. However, mandated stormwater runoff control measures would be implemented in compliance with</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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regulatory requirements.

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| <p>b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? <i>The proposed project would not use groundwater nor would it affect the quality of groundwater beneath the affected crossings. As such, Issue 8.b. is not applicable.</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in flooding on or offsite? <i>The affected crossings are currently developed with impervious surfaces. The hydrology of at these crossings would not be substantially altered by implementation of the Quiet Zone as the site will maintain a similar quantity of impervious surfaces and, therefore, would not affect drainage patterns of the site or area. In addition, no streams or rivers are located in proximity to the proposed improvement locations.</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite? <i>See 8.c.</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? <i>The affected crossings already contribute urban runoff contained in surface water runoff in downtown. Development of the proposed upgrades would not increase the site's contribution. There would be no need for new storm water drainage facilities or the construction of new ones.</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Issues and Supporting Information	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality? <i>The affected crossings already contribute urban runoff contained in surface water runoff in downtown. Development of the proposed upgrades would not increase the site's contribution.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? <i>None of the crossings are located within a 100-year floodplain or near a dam or levee. Issue 8.g is not applicable to projects in Centre City.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? <i>The affected crossings are not located within a 100-year floodplain. Therefore, impacts associated with this issue could not occur.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? <i>See 8.g.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow? <i>The proposed upgrades would not create any additional exposure of persons to inundation from tsunami events, as the improvements consist of minor street improvements.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community? <i>The proposed improvements would occur at existing crossings. No new crossings would be created which could divide the community and no existing crossings would be closed.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation or an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? <i>The proposed improvements would advance the visions</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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and goals of the Centre City Community Plan by reducing the adverse impact of train whistles on residential development.

The conversion of six blocks of G Street to one-way eastbound would not impede the goals of the land use goals for downtown. Parking would actually increase and be designed to be "traffic calming" which would enhance the pedestrian experience. Therefore, no significant impact associated with an adopted land use plan would occur.

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| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? See 9.b. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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10. MINERAL RESOURCES - Would the project:

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| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? No mineral resources exist beneath the affected crossings. Therefore, no impact associated with this issue would occur. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? See 10.a. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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11. NOISE - Would the project result in:

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| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards or other agencies? The proposed crossing improvements would not result in substantial noise generation from any stationary sources over the long-term. Short-term noise impacts from the construction of the various upgrades, as summarized on Pages I-1 through I-5, would be avoided by adherence to construction noise limitations imposed by the City's Noise Abatement and Control Ordinance. Upon installation of the proposed improvements, noise associated with train horns would be reduced. Thus, no significant noise impacts related to noise generation would be associated with the proposed project. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Issues and Supporting Information	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? <i>As discussed in Issue 11.a, the proposed activity would not be subject to excessive groundborne noise levels. Additionally, the proposed activity would not expose people to excessive groundborne vibrations.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? <i>See 11.a.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary periodic increase in ambient noise levels in the project vicinity above levels existing without the project? <i>See 11.a.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? <i>See 7.e. The associated upgrades do not include construction of residences. As such, this impact would not be applicable and no direct or cumulative impact would occur.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? <i>See 11.e.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. POPULATION AND HOUSING- Would the project:				
a) 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)? <i>The proposed improvements would not directly or indirectly induce substantial population growth.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? <i>The proposed street improvements and upgrades would not eliminate any existing residential units. Impacts associated with this issue would not</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

13. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection? <i>The proposed street upgrades and improvements would not involve the construction of any new structures or generate any additional increase in population necessitating new fire protection.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection? <i>As previously discussed, no population increase would result from the proposed improvements warranting new law enforcement facilities.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools? <i>The proposed street upgrades and improvements would not generate school-age students. As such, impacts associated with this issue area are not applicable.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks? <i>The proposed improvements would not generate a demand on downtown parks. As previously discussed, the proposed street upgrades and improvements would not generate any additional increase in population. As such, no direct or cumulative impacts to this issue area would occur.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities? <i>As previously discussed, the proposed street upgrades and improvements would not generate any additional increase in population. As such, no direct or cumulative impacts to public facilities would occur.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

14. RECREATION:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such the substantial physical deterioration of the facility would occur or be accelerated? <i>The proposed improvements would not generate a demand on downtown parks. As previously discussed, the proposed street upgrades and improvements would not generate any additional increase in population. As such, no direct or cumulative impacts to this issue area would occur.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? <i>See 14.a.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

15. TRANSPORTATION/TRAFFIC - Would the project::

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at crossings)? <i>The majority of the improvements and upgrades involve minor additions to existing crossings allowing increased safe passage of trains through the downtown area. As such, these improvements would not have a negative impact on any roadway segments or crossings.</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

For the purposes of this analysis, a significant traffic impact was determined to occur if the proposed actions would cause the Level of Service (LOS) at an intersection to drop below LOS E. A significant impact was also determined to result if the delay at an intersection already operating below LOS E increased by more than two seconds as a result of the proposed improvements.

As previously discussed, the crossing at G Street would involve the conversion of G Street to one-way eastbound traffic. As concluded in the Downtown Quiet Zone -

Issues and Supporting Information	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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G Street Conversion and Raised Median Analysis by Wilson & Company (Attachment 1), the conversion of G Street to one-way eastbound traffic from Pacific Highway to Front Street would reduce the LOS in the future from acceptable (LOS E) to unacceptable (LOS F) at the following two intersections: (1) G Street/State Street in the PM peak hour and (2) Broadway/State Street in both the AM and PM peak hours. All other studied intersections would not be significantly impacted by the G Street conversion.

The Wilson & Company analysis identifies specific improvements at the two affected intersections which would restore these intersections to an acceptable level of service. Although these improvements aren't necessary in the near-term, they will be required at some point in the future as downtown is built out. In order to ensure that the necessary improvements at the affected intersections are carried out, the project will be conditioned to construct the following improvements concurrent with the conversion of G Street to one-way:

- **G Street/State Street:** Add an exclusive left-turn lane along the eastbound G Street approach by modifying the approach from the existing two shared lanes (a shared left-through lane and a shared right-through lane) to three lanes as follows: an exclusive left-turn lane, a through lane, and a shared right-through lane. Modify the southbound State Street approach by converting the diagonal parking to parallel parking and restriping the approach from the existing single shared-lane to an exclusive left-turn lane and a shared through-right-turn lane.
- **State Street/Broadway:** Add an exclusive right-turn lane along the eastbound Broadway approach by modifying the approach from the existing left-turn, through lane and shared through-right lane to a shared left-turn lane, two through lanes and

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Issues and Supporting Information

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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a right-turn lane.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? See 15.a. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? <i>The proposed street improvements would not have any affect on air traffic. Therefore, this issue is not applicable.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous crossings) or incompatible uses (e.g., farm equipment)? <i>The proposed improvements would use standard design features. Installation of these improvements would not substantially increase or create hazardous situations in their respective locations.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? See 7.g. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity? <i>Normally, significant parking impacts would occur if a project is deficient by more than ten percent in the required amount of parking which would impact nearby residential areas or interfere with Beach access. As the project would not generate a demand for parking, it would not have a significant impact in this respect. In addition, with the exception of the G Street conversion, the proposed improvements would have no impact on existing parking, as these upgrades involve the installation of minor street changes to increase the security of railroad crossing for pedestrians and vehicles. With the conversion of G Street including the mitigation improvements at the intersections of G Street/State Street and State Street/Broadway, a total of 14 spaces would be gained on G Street while 4 spaces would be lost on State Street, resulting in a net gain of 10 spaces.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Issues and Supporting Information	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? <i>As the previously discussed in 9.b, the proposed upgrades would not conflict with the adopted plans or programs for alternative transportation. In fact, they would enhance pedestrian safety by reducing conflict between trains and pedestrians. The proposed upgrades would enhance the railroad and street right-of-way grade crossings to maximize public and train safety, while also increasing the quality of life for nearby downtown residents and businesses by reducing the noise associated with train horns.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>Although one of lane restriping actions associated with mitigation measures to be undertaken at G Street and Broadway is located adjacent to an existing bus stop on Broadway, there would no significant impact to bus operations or traffic on Broadway. The buses stopping at this stop already have the potential of delaying traffic because there is no bus turn out in the existing condition. In fact, stopped traffic is common on Broadway during loading and unloading of buses. So, instead of stopping in a lane which currently accommodates right turns and through movement, the bus would stop in a dedicated right-turn lane. This would actually improve flow for the through traffic.</i></p>				
<p>16. UTILITIES AND SERVICES SYSTEMS - Would the project:</p>				
<p>a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? <i>As discussed in section 13, the proposed street upgrades and improvements would not involve the construction of any new structures or generate any additional increase in population necessitating wastewater treatment services.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? <i>See 16.a. No additional increase in population would warrant the need of new</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues and Supporting Information	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>wastewater transmission or treatment facilities.</i>				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? <i>The proposed street improvements and upgrades would not substantially alter existing conditions as to necessitate new storm water drainage facilities or the construction of new ones.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? <i>The proposed actions would not generate any demand for water.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? <i>The proposed actions would not generate any demand for wastewater treatment.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? <i>The installation of upgrades associated with the proposed project would not generate substantial short-term or long-term amounts of solid waste. As such, physical impacts associated with landfill facilities would be insignificant.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste? <i>The proposed project would comply with all regulations governing the disposal of solid waste.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues and Supporting Information	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? As indicated above in 4.a, due to the highly urbanized nature of the downtown area, no sensitive plant or animal species, habitats, or wildlife migration corridors are located in the Centre City area. No aspects of the project would substantially degrade the environment. Cumulative impacts are described in subsection b below.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? As discussed above, the improvements and upgrades, involve minor modifications to existing crossings along the railroad corridor to increase pedestrian/vehicular safety and ultimately reduce the noise generated from the horns of passing train through downtown San Diego's business and residential communities. The conversion of G Street to one-way eastbound traffic could significantly change the peak hour level of service at two intersections, however, roadway improvements are identified which would avoid this impact. As such, no cumulatively considerable impacts would occur from the proposed improvements.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? As described earlier, the proposed street/crossing upgrades would not result in direct or indirect significant impacts which would cause substantial adverse effects on human beings.

Attachment 1
to the
Mitigated Negative Declaration
for the
Quiet Zone

**TRAFFIC ANALYSIS OF THE CONVERSION OF G STREET AND RAISED MEDIANS
MODIFICATIONS**

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Salina
San Bernardino
San Diego

Wilson & Company
Latin America, LLC

Date: February 22, 2007
To: Alexandra Elias, CCDC
John Anderson, CCDC
From: Nick Abboud, PE
Subject: Downtown Quiet Zone – Traffic Impact Assessment of G Street Conversion and Installation of Raised Medians At Selected Locations

1.0 Introduction

The purpose of this memorandum is to identify any potential significant traffic impacts and appropriate remedial actions resulting from the proposed conversion of G Street to one-way between Pacific Highway and Front Street as well as the installation of additional medians or the completion of existing medians near selected railroad crossings on Laurel, Cedar, Beech and Ash Streets. These actions are contemplated as part of the City of San Diego's efforts to implement a Quiet Zone in downtown San Diego. The majority of the Quiet Zone improvements would involve enhancements to intersection controls at existing railroad crossings to increase public safety. These improvements would include but not be limited to quad gates, presignals, median islands, cantilever lights, fences, and pedestrian gates. As the crossing improvements would not affect the level of service on Downtown streets, this analysis focuses on the potential traffic diversion and related effects of the proposed improvements (G Street conversion to one-way and raised medians on Laurel, Cedar, Beech and Ash Streets) on the level of service at affected intersections. This analysis identifies the significant impacts expected under near-term 2015 and horizon year 2030 conditions resulting from these improvements and proposes measures as necessary to mitigate significant impacts.

More specifically, this memorandum documents the following:

- 1) The results of a more detailed review of the *San Diego Quiet Zone "G" Street One-Way Conversion Traffic Study* prepared by Korve Engineering, dated September 2005;
- 2) An update of the Korve Study based on new driveway traffic counts along G Street and other streets in Little Italy where raised medians are proposed;
- 3) Results of further analyses identifying significant impacts, if any, resulting from the following proposed project improvements:

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- Conversion of G Street to one-way eastbound operation from Pacific Highway to Front Street with diagonal parking added on the north side excepting the block between Columbia and State Streets.
 - Installation of raised medians or the completion of existing raised medians on either side of the railroad tracks at crossings located at Laurel Street, Cedar Street, Beech Street, and Ash Street.
- 4) Identification of necessary measures to mitigate the significant impacts associated with the proposed improvements.

2.0 Study Approach

The analysis included the following steps:

- A. Review of the Korve Study to identify any inconsistencies with the recently approved Downtown Community Plan EIR.
- B. Collection of new turning movement counts at the driveways where the one-way traffic conversion or the raised medians would potentially cause diversion of traffic utilizing the driveways.
- C. Distribution of the diverted driveway traffic onto the adjacent roadway system.
- D. Conduct of level of service analysis for the key study intersections highlighted in the Korve Study, including those intersections along the segment of G Street between Pacific Highway and Front Street and those adjacent to the proposed medians to account for potential impacts associated with diverted traffic. The key intersections were analyzed with and without the proposed G Street one-way conversion and installation of raised medians (the Project) under near-term and downtown horizon year conditions. Consistent with the Highway Capacity Manual 2000 (HCM 2000) methodology, the intersection analysis was based on average vehicular delays throughout the entire peak hour for all traffic approaching an intersection.
- E. Identification of potential significant impacts resulting from the conversion of G Street to one-way and the additional medians, and identification of measures to mitigate the significant impacts.

3.0 Review of the Korve Study

A review the Korve Engineering Traffic Study was conducted to ascertain the validity of its results and its consistency with the traffic analysis conducted for the Downtown Community

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Plan EIR. The horizon year base conditions are assumed to be as per the Downtown Community Plan, which Centre City Development Corporation (CCDC) uses as the guide for developing their 5-year implementation plans. The following highlights a list of errors in intersection geometrics and traffic conditions from the Korve study as well as inconsistencies with the Downtown Community Plan EIR that invalidate the results of that study.

1. G Street/Kettner Boulevard: The Korve Study treated the eastbound G Street approach at Kettner Boulevard, after conversion to one-way, as having two (2) lanes: a shared through-right turn lane and an exclusive left turn lane. The updated analysis presented herein reflects two eastbound one-way lanes on G Street consistent with the plan to convert G Street to one-way operations.
2. Broadway/Kettner Boulevard: The SYNCHRO model in the Korve Study shows a fifth leg at this intersection that neither exists nor is proposed. This dummy intersection leg is not associated with any traffic volumes or approach lanes, but has a traffic signal phase dedicated to it, which increases the signal cycle length to 100 seconds in the Korve analysis and results in deteriorated level of service at this intersection. The updated analysis presented herein reflects the removal of the dummy approach and revert of the signal cycle length to 70 seconds.
3. Broadway/Pacific Highway: The SYNCHRO analysis worksheets in the Korve Study present the southbound Pacific Highway approach as having a single left turn lane to eastbound Broadway under 2030 conditions. The Downtown Community Plan shows a dual left turn movement for southbound Pacific Highway at this intersection. The updated analysis presented herein assumed a dual left-turn movement for southbound Pacific Highway under downtown horizon year conditions; and a single left-turn lane under near-term conditions. The dual left turn lanes are consistent with the mitigation requirements for the Community Plan for the horizon year.
4. G Street/State Street: The SYNCHRO worksheets in the Korve Study present the southbound State Street approach as a single shared lane in the Year 2030. This is inconsistent with the Downtown Community Plan which shows a two-lane approach: one through-lane and one left-turn lane. The updated analysis presented herein assumed a two-lane southbound State Street approach at this intersection. The two-lane southbound approach is consistent with the mitigation requirements for the Community Plan for the horizon year.
5. Market Street/State Street: The SYNCHRO worksheets in the Korve Study present the southbound State Street approach as stop-controlled in the Year 2030. This is inconsistent with the Downtown Community Plan which shows the intersection to be traffic signal controlled. The updated analysis presented herein assumed the Market Street/State Street intersection to be signalized in the downtown horizon year scenario.

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The near-term scenario assumed stop-control at this intersection location consistent with existing conditions and the horizon year analysis assumed signalization consistent with the mitigation requirements for the Community Plan.

4.0 Impact of G Street Conversion and Additional Medians (The Project)

The identification of traffic impacts associated with the G Street conversion and the installation of the raised medians (the project) required an analysis of near-term and horizon year conditions both with and without the proposed improvements.

AM and PM peak hour intersection analysis was conducted using SYNCHRO Version 6.0 utilizing the HCM 2000 methodology. Consistent with previous downtown traffic assessments, LOS E or better was determined to be acceptable, with LOS F identified as failing.

The identification of significant impacts associated with the proposed improvements was based upon the change in overall intersection delay and/or level of service consistent with City of San Diego Traffic Impact Study Manual guidelines as contained in the City's CEQA Significance Determination Thresholds.

For purposes of estimating the traffic diversion due to the proposed improvements, additional traffic counts were collected during the AM and PM peak hours at the driveways along G Street that would experience traffic diversion as a result of the one-way conversion, and the driveways along Laurel Street, Cedar Street, Beech Street, and Ash Street that would experience traffic diversion as a result of raised medians installation between Pacific Highway and Kettner Boulevard as part of the Quiet Zone improvements. The attached **Figures 1, 2, and 3** present the AM and PM peak hour turning movement counts along the study driveways and the distribution of the diverted driveway trips into the adjacent roadway system. Detailed driveway traffic counts are presented in **Appendix A**.

4.1 Near-Term Year 2015 Conditions

Near-term traffic forecasts were prepared for scenarios both with and without the conversion of G Street to one-way operations and installation of raised medians at the selected locations (the project).

The near-term intersection traffic volumes for the without project conditions were derived from the draft Near-Term 2015 Downtown Traffic Assessment, prepared by Wilson & Company. This assessment was based on a SANDAG Transportation Model forecast for the

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Year 2015 with the inclusion of all planned and programmed downtown development projects as identified by the Centre City Development Corporation (CCDC).

Traffic forecasts for the with project scenario were developed using the diverted traffic identified in Figures 1, 2, and 3 to modify the near-term traffic forecasts to account for both the proposed conversion of G Street to one-way operation and installation of the raised medians at the selected locations.

AM and PM peak hour intersection analyses were conducted for both the “with project” and “without project” scenarios; the results of which are shown in Table 1. The SYNCHRO analysis worksheets are provided in Appendix B.

TABLE 1 Near-Term Intersection Level of Service with Conversion of G Street to One-Way and the Additional Medians

Intersection	Without Project				With Project			
	AM		PM		AM		PM	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Laurel Street / Pacific Highway	157.7	F	174.8	F	158.1	F	175.0	F
Laurel Street / Kettner Boulevard	10.4	B	10.8	B	10.5	B	10.8	B
Hawthorn Street / Pacific Highway	15.4	B	12.4	B	15.5	B	12.1	B
Hawthorn Street / Kettner Boulevard	4.3	A	6.5	A	4.3	A	6.5	A
Cedar Street / Pacific Highway	3.1	A	5.9	A	4.5	A	6.0	A
Cedar Street / Kettner Boulevard*	36% (ICU)	A	39% (ICU)	A	35% (ICU)	A	39% (ICU)	A
Cedar Street / India Street*	33% (ICU)	A	38% (ICU)	A	33% (ICU)	A	38% (ICU)	A
Beech Street / Pacific Highway*	10.2	B	11.7	B	10.3	B	11.7	B
Beech Street / Kettner Boulevard*	35% (ICU)	A	36% (ICU)	A	30% (ICU)	A	34% (ICU)	A
Beech Street / India Street*	26% (ICU)	A	47% (ICU)	A	26% (ICU)	A	47% (ICU)	A
Ash Street / Pacific Highway	6.2	A	11.6	B	8.9	A	12.1	B
Ash Street / Kettner Boulevard	8.0	A	4.2	A	9.7	A	7.9	A
Broadway / Pacific Highway	4.2	A	4.2	A	10.5	B	9.5	A
Broadway / Kettner Boulevard	5.5	A	6.6	A	5.6	A	6.8	A
Broadway / State Street	9.3	A	13.1	B	8.9	A	12.1	B
G Street / Pacific Highway*	37% (ICU)	A	47% (ICU)	A	17% (ICU)	A	26% (ICU)	A
G Street / Kettner Boulevard	6.5	A	6.6	A	5.1	A	6.7	A
G Street / State Street	10.8	B	12.9	B	9.3	A	13.6	B

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TABLE 1 (Continued) Near-Term Intersection Level of Service with Conversion of G Street to One-Way and the Additional Medians

Intersection	Without Project				With Project			
	AM		PM		AM		PM	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
G Street / Union Street	7.3	A	11.3	B	7.2	A	11.5	B
G Street / Front Street	5.6	A	8.3	A	6.7	A	20.6	C
Harbor Drive / Pacific Highway	6.5	A	6.3	A	9.3	A	5.7	A
Harbor Drive / Kettner Boulevard	4.4	A	5.7	A	9.8	A	7.7	A
Harbor Drive / Market Street	3.0	A	6.8	A	11.5	B	10.1	B
Market Street / State Street	5.7	A	4.3	A	4.9	A	5.2	A

Source Wilson & Company, Engineers & Architects, February 2007

* Stop-Controlled analyzed based on ICU methodology since no HCM methodology exists for calculating stop control at 6-lane (or 3-lane one way) roads

As shown in Table 1, all study intersections are forecast to operate at acceptable LOS under near-term 2015 conditions both with and without the one-way conversion of G Street and the installation of the raised medians, with the exception of the Laurel Street/Pacific Highway intersection. The intersection of Laurel Street/Pacific Highway is forecast to operate at LOS F both with and without the proposed improvements. However, the added delay and resulting project impact at this intersection is below the applicable threshold of significance (≥ 2.0 seconds). Therefore, no significant impact is attributed to the proposed improvements under the near-term conditions.

4.2 Horizon Year 2030 Conditions

The 2030 horizon year traffic forecasts for the without project scenario were derived from the previously conducted traffic analysis for the Downtown Community Plan EIR. It was also assumed that all mitigation measures identified in the EIR would be undertaken prior to 2030, the assumed horizon year. The Downtown Community Plan was approved by City Council in April 2006.

Traffic forecasts for the “with project” scenario were developed using the diverted traffic identified in Figures 1, 2, and 3 to modify the horizon year traffic forecasts to account for the proposed conversion of G Street to one-way operation and installation of the raised medians at the selected locations.

AM and PM peak hour intersection analyses were conducted for both the “with project” and “without project” scenarios; the results of which are shown in Table 2. The SYNCHRO

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horizon year analysis worksheets are provided in Appendix C and Appendix D for the “without project” and “with project”, respectively.

TABLE 2 Horizon Year Intersection Level of Service with Conversion of G Street to One-Way and the Additional Medians

Intersection	Without Project				With Project			
	AM		PM		AM		PM	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Laurel Street / Pacific Highway ¹	53.6	D	52.4	D	53.5	D	52.5	D
Laurel Street / Kettner Boulevard	17.2	B	23.2	C	17.3	B	23.3	C
Hawthorn Street / Pacific Highway	217.1	F	30.8	C	215.9	F	32.3	C
Hawthorn Street / Kettner Boulevard	10.3	B	7.7	A	10.3	B	7.7	A
Cedar Street / Pacific Highway	4.8	A	10.0	A	7.4	A	10.3	B
Cedar Street / Kettner Boulevard	7.9	A	11.0	B	8.0	A	11.0	B
Cedar Street / India Street*	8.7	A	11.7	B	8.6	A	11.7	B
Beech Street / Pacific Highway	7.2	A	25.5	C	4.2	A	25.4	C
Beech Street / Kettner Boulevard	10.1	B	8.8	A	10.6	B	8.8	A
Beech Street / India Street	6.2	A	8.8	A	6.1	A	8.8	A
Ash Street / Pacific Highway	38.6	D	7.6	A	38.4	D	7.6	A
Ash Street / Kettner Boulevard	45.3	D	8.3	A	46.0	D	8.4	A
Broadway / Pacific Highway	9.1	A	28.2	C	10.2	B	47.8	D
Broadway / Kettner Boulevard	11.3	B	20.9	C	13.0	B	60.2	E
Broadway / State Street	70.2	E	78.9	E	107.3	F	105.8	F
G Street / Pacific Highway	12.1	B	23.9	C	11.9	B	31.4	C
G Street / Kettner Boulevard	9.8	A	10.1	B	8.2	A	11.1	B
G Street / State Street	19.8	B	61.1	E	11.7	B	81.3	F
G Street / Union Street	25.7	C	40.5	D	21.4	C	19.2	B
G Street / Front Street	11.6	B	7.3	A	10.6	B	7.3	A
Harbor Drive / Pacific Highway	7.3	A	7.6	A	6.8	A	7.1	A
Harbor Drive / Kettner Boulevard	7.0	A	14.0	B	9.4	A	15.8	B
Harbor Drive / Market Street	7.9	A	11.0	B	8.7	A	12.1	B
Market Street / State Street	4.5	A	9.0	A	5.6	A	9.9	A

Source Wilson & Company, Engineers & Architects, February 2007

Table Notes:

- Significantly impacted intersections are shaded in the table with bolded delays and LOS identifying the failing peak period.

¹ The delay and LOS are based on mitigated 2030 condition (Cycle length increase from 70 seconds to 105) per the approved Downtown Community Plan.

As illustrated in Table 2, based upon the City’s applicable traffic impact significance criteria (change to LOS F or ≥ 2.0 seconds of additional delay under LOS F conditions),

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implementation of the proposed G Street conversion and raised median changes would cause significant traffic impacts at the following two (2) intersection locations:

- G Street/State Street – PM Peak Hour.
- Broadway/State Street - AM and PM Peak Hours.

4.3 Mitigation Measures

The following mitigation measures are recommended for the significantly impacted intersections, with proposed mitigations further illustrated in the attached diagrams:

1. G Street/State Street: Add an exclusive left-turn lane along eastbound G Street approach by modifying the approach from the existing two shared lanes (a shared left-through lane and a shared right-through lane) configuration to a three (3) lane configuration: an exclusive left-turn lane, a through lane, and a shared right-through lane. Existing parallel parking can be maintained on each side of G Street. Also, modify the southbound State Street approach by converting the angle parking (13 spaces) to parallel parking (9 spaces) and restriping the approach from a single shared lane to an exclusive left turn lane and a shared through-right turn lane. Details are illustrated in **Figure 4**.

The width of G Street between Columbia Street and State Street is 52 feet, which would allow for eight-foot parallel parking lanes on each side of G Street plus three (3) 12-foot lanes, two (2) through lanes and one (1) right turn lane. The on-street parking on the east (receiving) leg of G Street would continue to be converted from parallel parking (8 spaces) to angle parking (12 spaces) on the north side of the block.

2. Broadway/State Street: Add an exclusive right-turn lane along the eastbound Broadway approach by modifying the approach from the existing left-turn, through lane and shared through/right lane configuration to an exclusive left-turn lane, two (2) through lanes, and a right-turn lane. The eastbound Broadway approach is 44 foot wide, which would allow for a 12-foot left turn lane (existing) plus two (2) 11-foot through lanes and a 10-foot right turn lane. Details are illustrated in **Figure 5**.

As it is typical of the bus operation along this corridor to have bus stops in the travel lane, use of the right-turn lane would be shared by vehicles turning right onto southbound State Street and by buses going straight through the intersection (Current eastbound Broadway bus routes go straight through this intersection without turning). According to a recent field review of existing bus stop locations along Broadway between Harbor Drive and Twelfth Avenue, twenty (20) bus stops are currently adjacent to through travel lanes, requiring buses to stop for passenger pick-up and

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drop-off, in the right travel lane which is shared with through traffic on Broadway. Temporary lane blockage by buses during passenger pick-up and drop-off at the bus stop currently occur at these locations. At Broadway/State Street, the proposed right turn lane blockage would be temporary and would occur outside the through travel lanes, thus minimizing impact to through traffic. **Figure 6** identifies those locations on Broadway where bus stops currently share the right travel lane with through and turning traffic. This arrangement is acceptable to Metropolitan Transit System (MTS), as expressed by their Senior Service Planner at a recent site meeting with CCDC representative. MTS requested that the addition of a "Buses Excepted" sign to supplement the right turn only sign.

The intersections delays and LOS both before and after the proposed mitigations are presented in **Table 3**. The SYNCHRO analysis worksheets for the horizon year with project conditions after mitigation are provided in **Appendix E**. For reference, a listing of the improvements within the Quiet Zone study area that are assumed for the horizon year per the Downtown Community Plan is provided in **Appendix F**.

TABLE 3 Horizon Year Intersection Level of Service with Project (Conversion of G Street to One-Way and the Additional Raised Medians) After Mitigation

Intersection	Without Project				With Project After Mitigation			
	AM		PM		AM		PM	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Broadway / State Street	70.2	E	78.9	E	74.6	E	75.4	E
G Street / State Street	19.8	B	61.1	E	11.7	B	65.2	E

Source Wilson & Company, Engineers & Architects, February 2007

As shown above, implementation of the identified mitigation measures would reduce the project impacts to a level of insignificance.

4.0 Summary of Key Findings

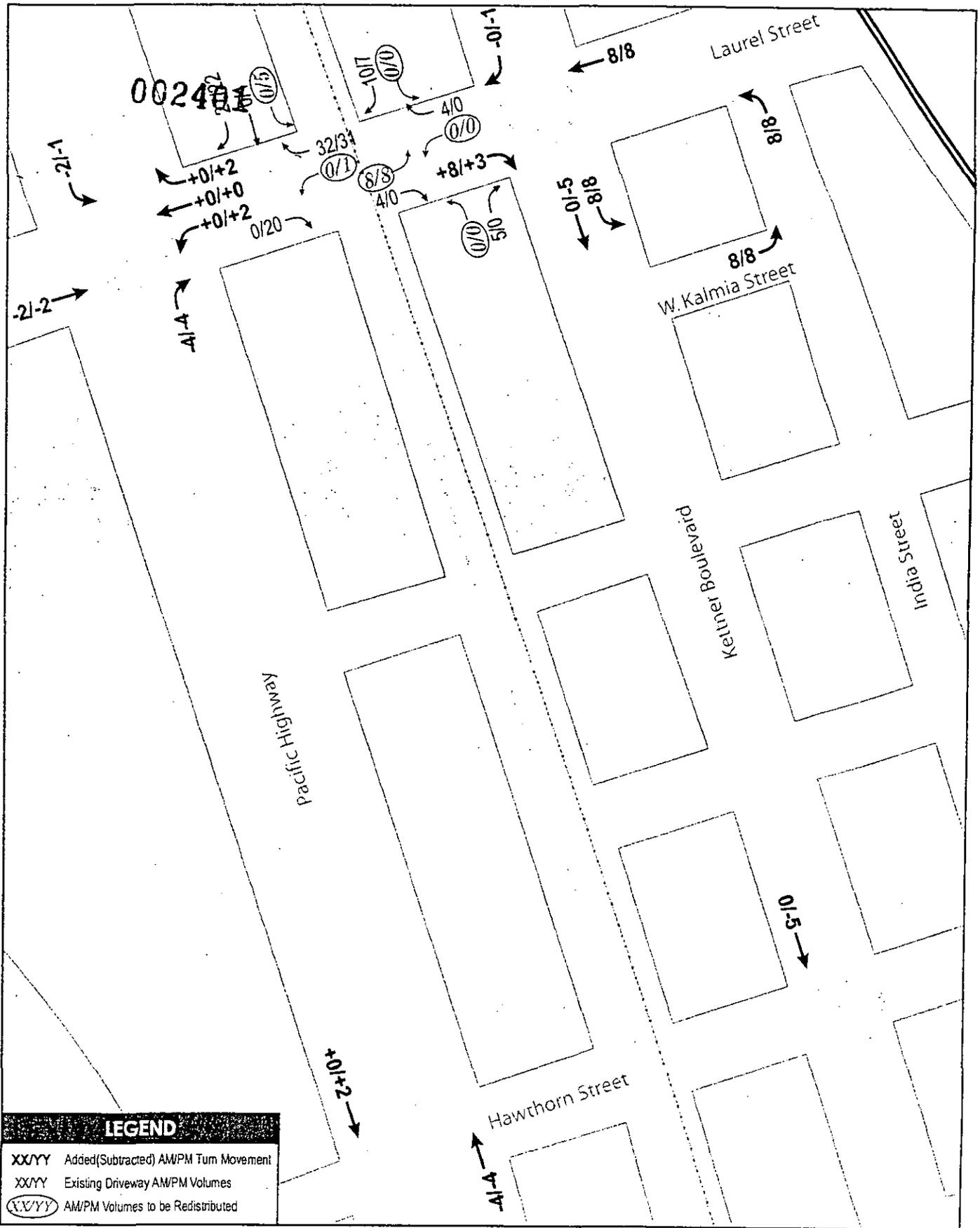
In summary, the traffic analysis of the proposed conversion of G Street to one-way operation along with implementation of raised medians at selected locations, concluded the following:

1. Under near-term 2015 conditions, all key study intersection would operate at acceptable Level of Service both with and without the proposed improvements, with the exception of the Laurel Street/Pacific Highway intersection. This intersection would operate at LOS F under both scenarios, with minimal and insignificant increases in delay at this location under the with project scenario. Implementation of the proposed project improvements would therefore not cause any significant traffic impacts under near-term 2015 conditions.
2. Under 2030 horizon year conditions, implementation of the proposed G Street conversion and raised median changes would cause significant traffic impacts at the following two (2) intersection locations based upon the City's applicable traffic impact criteria (change to LOS F or ≥ 2.0 seconds of additional delay under LOS F conditions):
 - Broadway/State Street - AM and PM Peak Hours
 - G Street/State Street - PM Peak Hour

The following mitigation measures are required to reduce project impacts to a level of insignificance under forecast horizon year conditions:

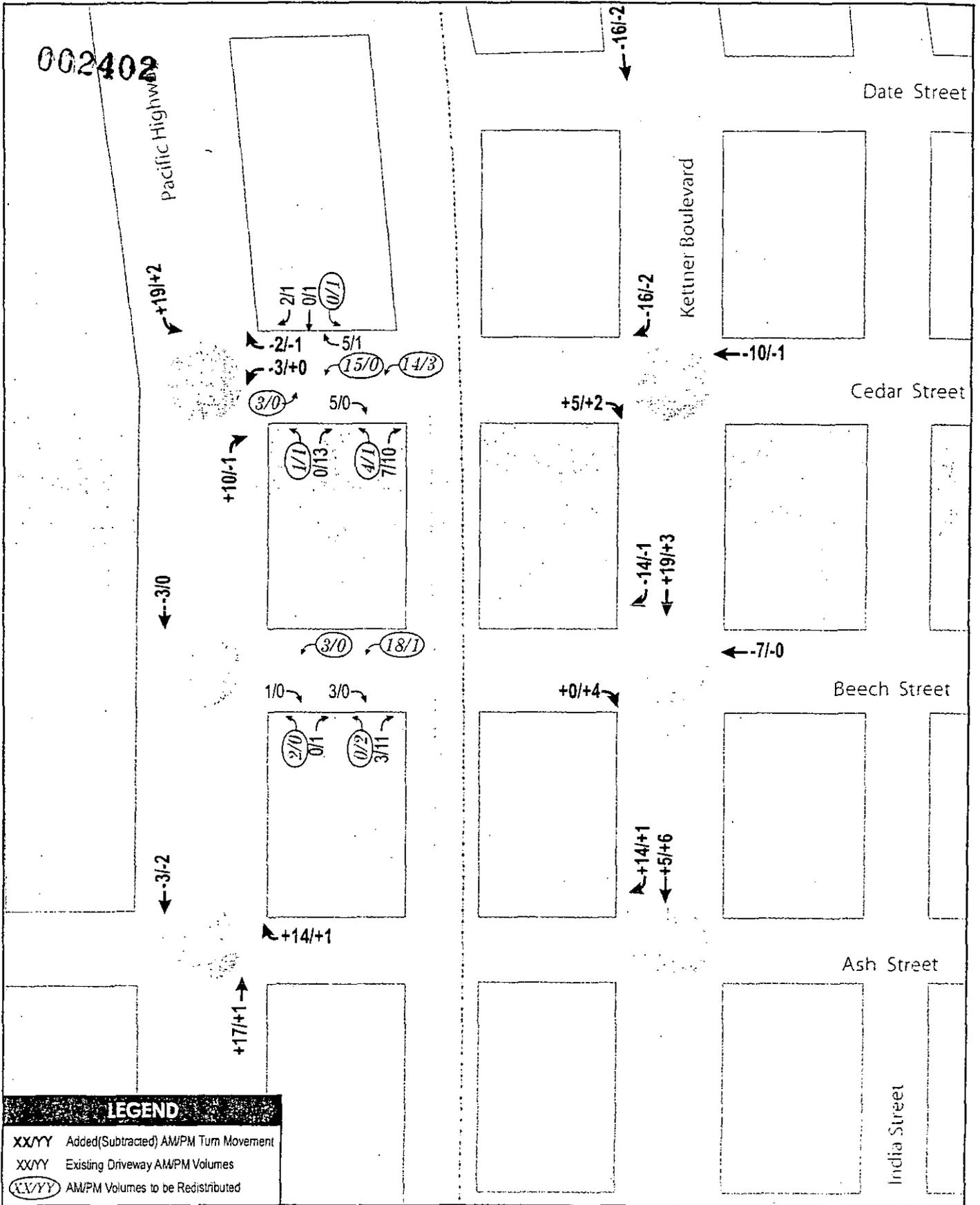
1. G Street/State Street: Add an exclusive left-turn lane along eastbound G Street approach by modifying the approach from the existing two- (2) lane configuration to a three- (3) lane configuration: an exclusive left-turn lane, a through lane, and a shared right-through lane.
2. Broadway/State Street: Modify the eastbound Broadway approach from the existing left-turn lane, through lane and shared through/right turn lane configuration to a left-turn lane, two (2) through lanes, and a right-turn lane.

Attachments: Figures 1 through 6.
Appendices A through F (on file at CCDC)



Source: Wilson & Company, Inc., Engineers & Architects, February 2007

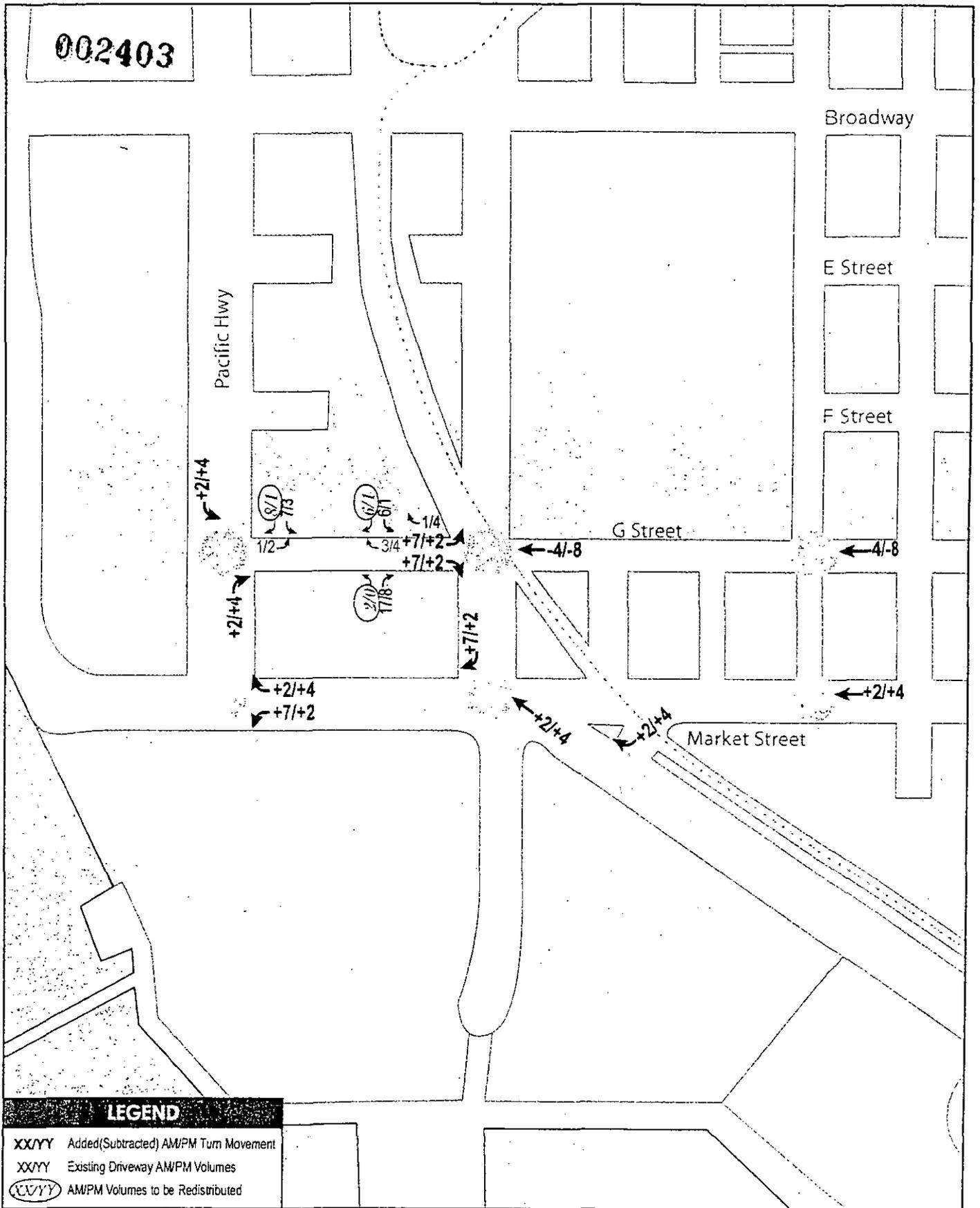
Figure 1
 Driveway Traffic Redistribution
 Due to Raised Median on Laurel Street



Source: Wilson & Company, Inc., Engineers & Architects; February 2007

Figure 2
 Driveway Traffic Redistribution
 Due to Raised Medians on
 Cedar, Beech & Ash Streets

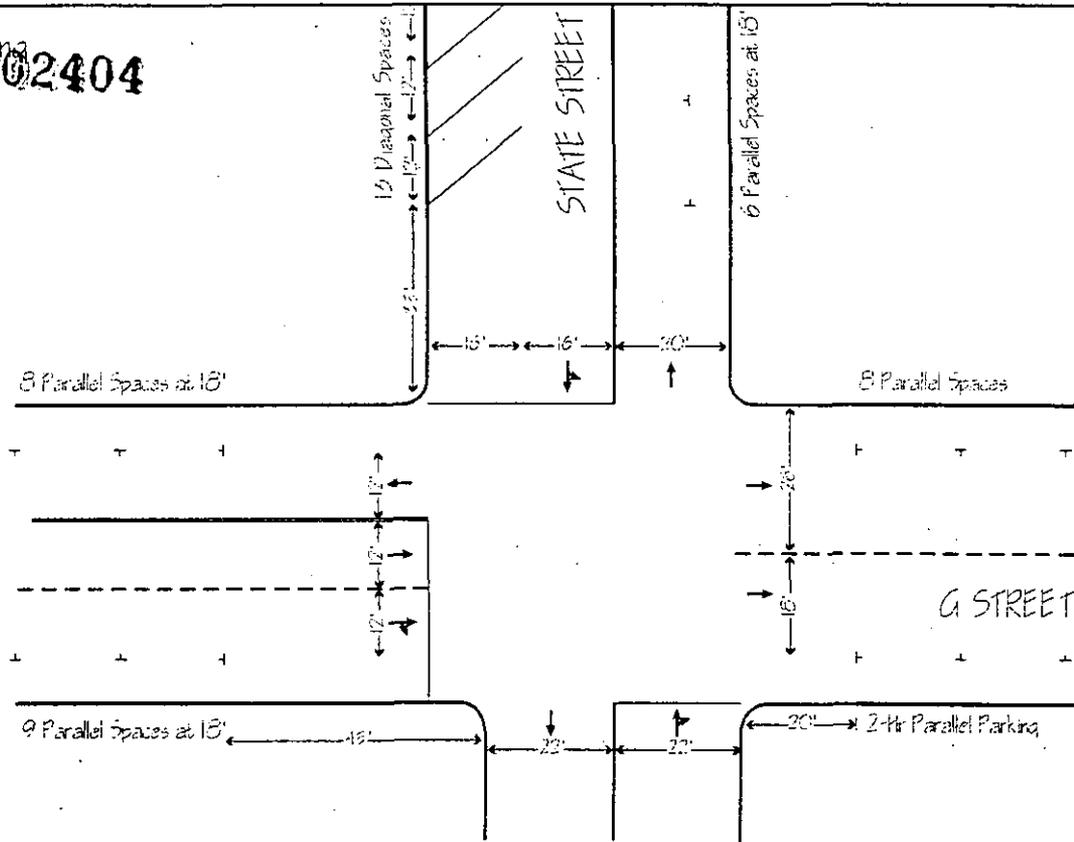
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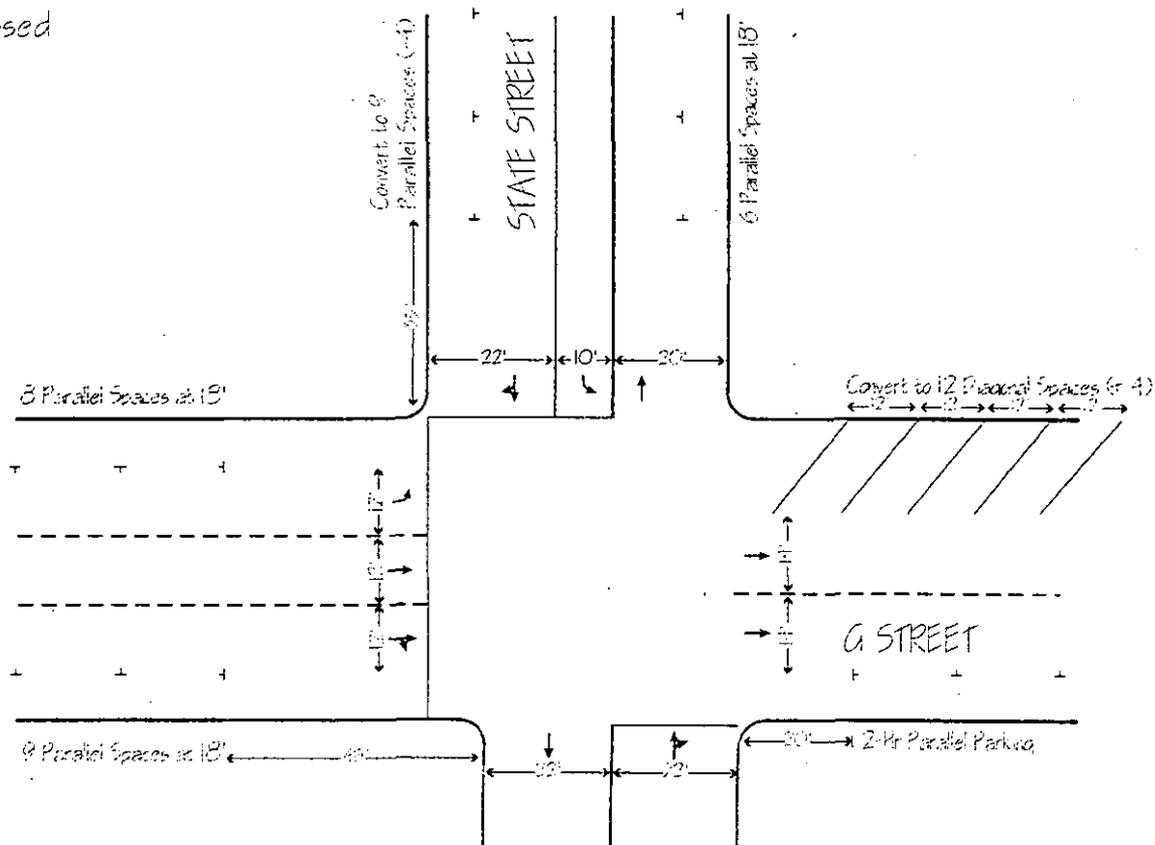
Source: Wilson & Company, Inc., Engineers & Architects; February 2007

Figure 3
Driveway Traffic Redistribution
Due to Conversion of G Street
to Eastbound Only

Existing
002404



Proposed



Source: Wilson & Company, Inc., Engineers & Architects; February 2007



WILSON
& COMPANY
ENGINEERS & ARCHITECTS

Downtown San Diego
Buildout Conditions

Figure 4
State Street/G Street Mitigation

002487

QUIET ZONE STATUS- CALIFORNIA CITIES

Currently four jurisdictions have Quiet Zones in place in the state of California. Three other jurisdictions are in the process of implementing Quiet Zones in the near future. Per the FRA, none of the quiet zones have issues of train horns blowing in violation of the quiet zones. Staff contacted the following jurisdictions in California regarding their Quiet Zone programs, and obtained the following responses (Downtown San Diego Quiet Zone is BNSF Railway for freight):

Jurisdictions	Railroad	# of Crossings	Status
Richmond	UP/BNSF	6 crossings	Per City of Richmond staff, railroad companies are generally complying with quiet zone requirements. Enforcement has been easier for local lines. For main lines which serve trains from other parts of the country, sometimes engineers are not aware of the quiet zone restrictions.
San Jose	Light rail		Per City of San Jose staff, light rail is complying with quiet zone. The City decided not to proceed with quiet zones for freight rail due to the anticipated costs and legal risks to the City after conducting a feasibility study.
Campbell	Light rail, UP	5 crossings	Light rail shares lines with freight rail. Per City of Campbell staff, light rail is complying with quiet zone. Freight rail (Union Pacific) runs only about three times a week, and therefore, hasn't been the main source of noise. There have been some compliance problems with UP.
Placentia	BNSF	8 crossings	Quiet zone program is not officially in place yet (to be implemented in a few months). But the City has temporary agreement with BNSF Railway for night quiet zone. Per City of Placentia staff, BNSF Railway is complying with agreement.
Sacramento	UP	42 crossings (1/3-1/2 of them have been implemented)	Per City of Sacramento Staff, Union Pacific is complying with quiet zone status, after working through some initial issues.
West Sacramento	UP	Considering 2 crossings	Quiet zone program is not in place yet. Will be implemented in few months.
Riverside	UP/BNSF	Considering approx. 16 crossings	Quiet zone program is not in place yet. Currently in planning stage.

REDEVELOPMENT AGENCY OF
THE CITY OF SAN DIEGO

RESOLUTION NUMBER R- _____

DATE OF FINAL PASSAGE _____

A RESOLUTION OF THE REDEVELOPMENT AGENCY OF THE CITY OF SAN DIEGO CERTIFYING THAT THE REDEVELOPMENT AGENCY HAS REVIEWED AND CONSIDERED INFORMATION CONTAINED IN THE MITIGATED NEGATIVE DECLARATION FOR THE QUIET ZONE PROJECT MAKING CERTAIN FINDINGS REGARDING THE ENVIRONMENTAL IMPACTS OF THE PROPOSED DEVELOPMENT AND RELATED ACTIONS; APPROVING AND ADOPTING A MITIGATED NEGATIVE DECLARATION WITH RESPECT THERETO.

WHEREAS, the Redevelopment Agency of the City of San Diego [Agency] is engaged in activities necessary to carry out and implement the Redevelopment Plan for the Centre City Redevelopment Project Area; and

WHEREAS, in order to carry out the objectives of the Redevelopment Plan, specifically, upgrading the quality of life in downtown San Diego, the Agency seeks to move forward with the Quiet Zone Project [Project] which requires that G Street convert to a one-way street eastbound between Pacific Highway and Front Street; and

WHEREAS the Quiet Zone Project, and in particular the G Street conversion, proposes diagonal parking on the north side of G Street between Pacific Highway and Front Street; and

WHEREAS the installation of necessary signs, street markings, and traffic signal modifications is needed for implementation of the G Street one-way conversion and the creation of diagonal parking; and

WHEREAS the Quiet Zone Project recommends the installation of improvements at each of the thirteen railroad crossings; and

WHEREAS, the Agency prepared an Initial Study and Mitigated Negative Declaration [MND] to further assess certain potential environmental impacts of the Project, and circulated such MND for a thirty-day review period, seeking comment and consultation with citizens, professional disciplines and public agencies pursuant to the California Environmental Quality Act of 1970 [CEQA] and state and local guidelines and regulations adopted pursuant thereto;

WHEREAS, the MND relating to the proposed Quiet Zone Project, along with responses to the concerns raised during the review period, have been prepared pursuant to CEQA and said guidelines and regulations; and

WHEREAS, the Agency, in connection with its consideration of the proposed Quiet Zone Project, has reviewed and considered the information contained in the MND; NOW, THEREFORE,

BE IT RESOLVED, by the Redevelopment Agency of the City of San Diego, as follows:

1. The Agency hereby certifies that the Mitigated Negative Declaration regarding the proposed Quiet Zone Project has been prepared and completed in compliance with CEQA and state and local guidelines and regulations adopted pursuant thereto.

2. The Agency hereby further certifies that the Mitigated Negative Declaration was presented to the members of the Redevelopment Agency, and that the information contained in the Mitigated Negative Declaration, has been reviewed and considered by the members of the Redevelopment Agency.

3. The Agency hereby further certifies that the Mitigated Negative Declaration represents the Agency's independent judgment and analysis.

4. The Agency hereby finds and determines that:

a. The Project will have no significant effect on the environment with implementation of the mitigation measures identified in the MND.

b. The final Mitigated Negative Declaration is hereby approved and adopted.

BE IT FURTHER RESOLVED, that the Agency is directed to file a Notice of Determination [NOD] with the Clerk of the Board of Supervisors for the County of San Diego regarding the Project.

APPROVED: MICHAEL J. AGUIRRE, General Counsel

By Carol A. Leone
Carol A. Leone
Deputy Counsel

CAL:cfq
10/03/06
Or.Dept:CCDC
RA-2007-27
Council:Companion R-2007-283
MMS#2477

I hereby certify that the foregoing Resolution was passed by the Redevelopment Agency of the City of San Diego, at its meeting of _____.

REDEVELOPMENT AGENCY

By _____
Jeannette Santos, Deputy Secretary

Approved: _____
(date)

JERRY SANDERS, Executive Director

Vetoed: _____
(date)

JERRY SANDERS, Executive Director

002412

RESOLUTION NUMBER R-_____

DATE OF FINAL PASSAGE _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO APPROVING THE CONVERSION OF G STREET FROM A TWO-WAY STREET TO A ONE-WAY EASTBOUND STREET FROM PACIFIC HIGHWAY TO FRONT STREET AS PART OF THE DOWNTOWN SAN DIEGO QUIET ZONE.

WHEREAS, the City Council of the City of San Diego [Council] is engaged in activities necessary to carry out and implement the Redevelopment Plan for the Centre City Redevelopment Project Area; and

WHEREAS, in order to carry out and implement the Redevelopment Plan objectives, specifically, upgrading the quality of life in downtown San Diego, the Centre City Development Corporation [Corporation] has reviewed and recommends that the Council approve the conversion of G Street from a two-way street to an one-way eastbound street, from Pacific Highway to Front Street, as part of the Downtown San Diego Quiet Zone Project [Project];
NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, as follows:

1. That pursuant to authority conferred by and in accordance with the provisions of San Diego Municipal Code section 82.19, G Street will be converted to a one-way street, eastbound, between Pacific Highway and Front Street.
2. That the installation of the necessary signs, markings, and traffic signal modifications on G Street for implementation of the one-way conversion is approved, and the one-way regulation shall become effective upon the installation of such signs or markings.

002414

3. That the Council authorizes the City Clerk to deliver a copy of this resolution to the Executive Director and members of the Council.

BE IT FURTHER RESOLVED, that the Council, as Responsible Agency under the California Environmental Quality Act [CEQA], has reviewed and considered, prior to approving the one-way conversion, the final Mitigated Negative Declaration [MND] SCH No. 2007021121 dated April 3, 2007 covering this activity, prepared by the Centre City Development Corporation as Lead Agency. The Council directs the City Clerk to file a Notice of Determination with the Clerk of the Board of Supervisors for the County of San Diego relating to this project.

APPROVED: MICHAEL J. AGUIRRE, City Attorney

By Carol A. Leone
Carol A. Leone
Deputy City Attorney

CAL:cfq
06/11/07
Or.Dept:CCDC
R-2007-283
MMS#2477

I hereby certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of _____.

ELIZABETH S. MALAND
City Clerk

By _____
Deputy City Clerk

002415

(R-2007-283)

Approved: _____
(date)

JERRY SANDERS, Mayor

Vetoed: _____
(date)

JERRY SANDERS, Mayor

002417

ORDINANCE NUMBER O-_____ (NEW SERIES)

DATE OF FINAL PASSAGE _____

AN ORDINANCE AUTHORIZING ANGLE PARKING
ON G STREET BETWEEN PACIFIC HIGHWAY AND
FRONT STREET.

WHEREAS, changing G Street from two-way to a one-way street from Pacific Highway to Front Street is a condition to implementation of the proposed Downtown San Diego Quiet Zone; and

WHEREAS, the City Transportation Engineering Division of the Engineering and Capital Projects Department has reviewed the situation created by the proposed one-way conversion of G Street and determined, using accepted traffic engineering principles, that angle parking can be installed with an adequate margin of safety between Pacific Highway and Front Street with the implementation of the conversion of G Street to one-way traffic; NOW, THEREFORE,

BE IT ORDAINED, by the Council of the City of San Diego, as follows:

Section 1. That pursuant to the authority conferred by and in accordance with the provisions of California Vehicle Code section 22503 and San Diego Municipal Code section 86.03, the creation of an angle parking zone on G Street between Pacific Highway and Front Street, is hereby authorized;

Section 2. That the installation of the necessary signs or markings is hereby authorized to be made on said street, and the regulations hereinabove imposed shall become effective upon the installation of such signs or markings.

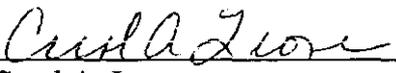
Section 3. That the City of San Diego as Responsible Agency under the California Environmental Quality Act [CEQA] has reviewed and considered a Mitigated Negative

Declaration, SCH No. 2007021121, dated April 3, 2007, covering this activity, prepared by the Centre City Development Corporation as Lead Agency.

Section 4. That a full reading of this ordinance is dispensed with prior to its final passage, a written or printed copy having been available to the City Council and the public a day prior to its final passage.

Section 5. That this ordinance shall take effect and be in force on the thirtieth day from and after its final passage.

APPROVED: MICHAEL J. AGUIRRE, City Attorney

By 
Carol A. Leone
Deputy City Attorney

CAL:cfq
07/12/07
Or.Dept:CCDC
O-2008-5
MMS#2477

02419

I hereby certify that the foregoing Ordinance was passed by the Council of the City of San Diego, at this meeting of _____.

ELIZABETH S. MALAND
City Clerk

By _____
Deputy City Clerk

Approved: _____
(date)

JERRY SANDERS, Mayor

Vetoed: _____
(date)

JERRY SANDERS, Mayor