



THE CITY OF SAN DIEGO

December 12, 2001

MacLeod Consulting Services LLC
Gail MacLeod
3044 Fir Street
San Diego, CA 92102

Dear Ms. MacLeod:

Subject: Project Assessment Letter, Park Boulevard Promenade Project, Balboa Park Master Plan and Central Mesa Precise Plan Amendments No. 99-0031; Located at the San Diego Zoo.

The Development Services Department has completed its initial review of the above referenced project which was deemed complete on October 22, 2001. This letter is intended to identify major issues which should be addressed by providing additional information or revising the project as noted. If you wish to discuss these issues or the requested revisions, please contact me, Sandra Teasley, at (619) 446-5271. A meeting with staff may also be scheduled if you believe that it is necessary.

Technical Reports:

As we have discussed, the project requires that the following technical studies/reports be submitted as soon as possible so that the environmental review process may begin:

1. An Historical Report
2. A Traffic Study
3. A Preliminary Drainage Report
4. A Sewer Study

Plan Amendments:

All plan amendments to Policy Documents are required to provide the City and the Advisory Bodies with a strikeout underline draft document for review of the proposed language changes. This proposed plan amendment will also be required to fulfill this requirement in order for policy documents to be viable, functioning documents for current and future development of the park. Please provide a strikeout underline of the Balboa Park Master Plan and the Central Mesa Precise Plan. Attached for your review is the strikeout underline of the Activity Center Plan Amendment to the Balboa Park Master Plan as an example for your use.

Page 1 of 19

Development Services

1222 First Avenue, MS 501 • San Diego, CA 92101-4155
Tel (619) 446-5460



I. ENVIRONMENTAL ANALYSIS
Myra Herrmann
(619) 446-5372

As a result of the review of the Park Boulevard Promenade project application and initial studies, the Environmental Analysis Section has determined that the project may have significant impacts with respect to Land Use, Visual Quality, Recreational Resources, Historical Resources, Paleontological Resources, Water Quality, Public Safety, Utilities and Transportation/Circulation. Therefore, an Environmental Impact Report (EIR) is required. A scoping letter will be issued on or before December 19, 2001.

II. PARK AND RECREATION DEPARTMENT
Robin Shifflet
(619) 525-8231

The following are project comments and requests for clarification. The first set of comments address how the project should be modified to meet the goals and objectives of the Master Plan and Precise Plan. These comments are based on the issues to be studied by staff during the plan amendment process and issues identified in the Initiation Report to the Planning Commission, dated May 28, 1999. The second set of comments are requests for clarification to the plan graphics and written information.

A. Implementation of Master Plan/ Precise Plan Goals and Recommendations/Working Group Report Considerations:

1. War Memorial Building (Precise Plan page 331): To maintain existing free and open public parkland remove the proposed parking shown adjacent to the War Memorial building and relocate this parking to the south. Provide 95 parking spaces (number based on 1space for 200 square feet of building) for the War Memorial Building users in the group parking lot and these spaces need to be designated for War Memorial building users only. Provide the proposed entry shown on page 335.
2. Proposed Miniature Trail Leasehold (Precise Plan page 327): Provide additional land as part of the train area to accommodate the 'Children's Park' at the north end or the south end of the proposed train loop, see page 327. The design should include a

pedestrian walkway/bridge, restroom building, picnic and play area.

To implement the Working Group's recommendation of creating an open greenbelt along Park Blvd., remove the 2:1 berm that the proposed train track sits on. This area should be relatively flat to appear bigger so that pedestrians and users of Park Blvd. can view into a park setting. Realign the train enclosure fence to undulate with the sidewalk and not run parallel with the Park Blvd., again to create an open park atmosphere.

3. Public Green belt along Park Blvd.: To implement the Working Group's recommendation for a green belt along Park Blvd. and to tie into the existing green belts on this street, redesign the green belt to be a minimum of 50' in some areas and 100' in other areas. The sidewalk should meander through this green belt, with trees located to frame views into the area, similar to the area adjacent to Pepper Grove.
4. Spanish Village (Precise Plan, pages 319-326): To implement the Precise Plan recommendations provide the north entry elements within the proposed design (page 324, first bullet, and page 325 2nd and 3rd bullets).

B. Clarification of Plan Graphics:

1. All Plan Graphics: All of the plan graphics must be revised to show the legal boundaries of the current Zoo leasehold, the Miniature Trail leasehold, the boundaries of Spanish Village and the location of the Food Concession Stand along Village Place.
2. Figure 1: The new Zoo boundary line shows the north parking lot of Spanish Village to be included in the new leasehold boundary. Is this area being added to the proposed Zoo leasehold?
3. Figure 2: The new Zoo boundary line shows the food concession stand along Village Place to be included in the new leasehold boundary. Is this area being added to the proposed Zoo leasehold? Also, revise the Existing Miniature Train leasehold to 3.67 acres.
4. Existing Food Concession Building: The Food Concession Building is a leasehold within the park. Please show this leasehold on all plans to remain in place and outside the proposed Zoo leasehold boundary.
5. Figure 3: At the proposed group/public parking lot at the north end, identify the

public parking for the War Memorial building, outside of the leasehold, and the area for group and bus parking within the leasehold. The Carousel lease includes the children's airplane ride. Show the new location for this park amenity on the plan.

6. Figure 4: Please revise as indicated below:
 - ◆ Add parcel G to plan, the remaining area of the Miniature Train leasehold that is being added to the overall leasehold for a total of 3.02 acres.
 - ◆ Revise Parcel D identified as "Miniature Train Depot" to "Public Plaza."
 - ◆ Revise Parcel E name Spanish Village to Public Plaza.
 - ◆ Remove Parcel F from the plan.
 - ◆ Revise the total leasehold area that has been added and deleted at the top of the page to match the new numbers.
7. Figure 6: Revise this graphic as indicated below:
 - ◆ Within the elevation, identify the minimum and maximum dimensions between the existing public sidewalk and the fence for the miniature train.
 - ◆ Identify the width of the proposed pedestrian sidewalk.
 - ◆ Identify the slope gradient. Explain why a slope is being proposed.
 - ◆ Identify the dimension of the planting screen between the train and the zoo exhibits.
 - ◆ Provide criteria as to how the buildings will be unobtrusive along the edge and add language that the buildings will be consistent with the architecture along Park Blvd.
 - ◆ Indicate the maximum heights for buildings beyond the first 50'-0" of exhibit area.
8. Figure 7: Provide dimensions similar to Figure 6 above.
9. Figure 8: Provide the acreage being removed from the National Historical Landmark

area and the area being added to the plan. (Staff will be working with you in order to provide the corrected boundary information).

10. Figure 9: Please revise the plan as indicated below and reference the attached marked up plans to assist you.
 - ◆ This figure does not match the graphic shown in the Precise Plan on Figure 8. Please revise so that they are consistent, or, staff would suggest eliminating Figure 9 completely.
 - ◆ Remove the total acreage from the plan.
 - ◆ Remove the area adjacent to the school (reference attachment, area "A").
 - ◆ Remove the area along the zoo entrance and the sidewalk area along Park Blvd adjacent to the existing parking lot. This area is not included in the Central Mesa Precise Plan (reference attachment, area "B").
11. Figure 10: Please revise the plan as indicated below and reference the attached marked up plan to assist you.
 - ◆ This figure does not match the graphic shown in the Precise Plan on Figure 8. Please revise so that they are consistent.
 - ◆ Remove the proposed encroachment into the free and open park land from the new parking on the south side of the War Memorial Building (reference attachment, area "C").
 - ◆ Remove the area in front of the group parking building as free and open parkland (reference attachment, area "D").
 - ◆ Remove the parking lot north of Spanish Village as free and open parkland (reference attachment area "E").
 - ◆ Remove the symbol (hatched marks) used for free and open parkland that is shown on top of the Spanish Village buildings, the new Carousel area, the bus drop off area, the concrete light well of the new parking structure, and, the service roads adjacent to the Theater and the Natural History Museum (reference attachment area "F").

- ◆ Provide the number of acres removed and the number of acres added.
 - ◆ Remove the area along the War Memorial Building as free and open parkland (reference attachment area "G").
 - ◆ Show the free and open parkland to be removed and identify as letter "H."
12. Figure 12: Are the two roads shown on the west side of the structure adjacent to Spanish Village below grade? If the proposed roads are above grade, show this on all plans and this area of parkland removal needs to be shown on the figure that identifies park land being removed. Please clarify and include these roads shown on Figure 1.
13. Figure 13: Provide clarification how vehicular access will be accomplished (for large service vehicles) to the Natural History Museum. Also, dimension the distance between the light wells are to Spanish Village.
14. Figure 16: Revise the plan to show the north parking lot of Spanish Village outside the proposed Zoo leasehold. Provide several section cuts of the parking structure to show how the public plaza will be constructed, the proposed soil depth for the landscape area, and, the form and height of trees that can be placed on the structure.
15. Figure 17: Please provide the following revisions/clarifications on this plan:
- ◆ Call out the number of existing public parking spaces along Zoo Drive adjacent to the school and the number of spaces eliminated as a result of the proposed cul-de-sac.
 - ◆ Show the addition of parking spaces adjacent to the War Memorial Building.
 - ◆ Show the number of cars and bus parking in the group parking lot.
 - ◆ Show the number of spaces removed due to the new parking structure entry.
 - ◆ Show the number of parking spaces on the north side of Spanish Village to remain.
 - ◆ Show the amount of spaces to be removed from Village Place.
 - ◆ Show the amount of public parking spaces to be removed from the parking lot

behind the Botanical Building.

- ◆ Show the amount of public parking spaces to be removed from Village Place in front of the Junior Theater.
 - ◆ Adjust the summary numbers of spaces added and removed.
16. Figure 18: Please make the following clarifications on this plan:
- ◆ Eliminate the encroachment into the existing park land by the 21 proposed accessible parking spaces.
 - ◆ Show the location for the required parking for the War Memorial building as well as the proposed group parking and bus staging areas.
 - ◆ Identify where the 175 parking spaces on Park Boulevard and Zoo Road are located. Are the 79 spaces in the auto parking area open to the public for 24 hour use? Will the parking lot be signed to show it is for public use?
17. Figure 19: Identify the type of retaining wall that will be used for the proposed 12', 11', 10' and 6' high walls. Will these be crib walls that will be screened with plant material? Are the proposed 30' and 20' high 2:1 slopes within or outside the leasehold area? How will the slopes be treated for erosion control?
18. Figure 20: Identify on the plan if the existing/proposed entrances to the Zoo leasehold are pedestrian or vehicular.
19. Figure 21: Please provide the following clarifications on this plan:
- ◆ Provide a section of the plan view and show the soil depth that will be provided over the structure for the landscape areas.
 - ◆ Provide a description of the types of trees that could be planted over the structure and give mature heights of the trees.
 - ◆ Provide a section of the sunken garden that is part of the parking structure. Provide information on the landscape treatment.
20. Figure 25: This plan shows the correct Zoo lease boundaries adjacent to Spanish Village north parking lot and the food concession building along Village Drive.

Please revise all other figures accordingly to be consistent with these boundaries.

21. Figure 26: Within the project area, identify the 2:1 slopes.

III. PLANNING DEPARTMENT
Lara Evans
(619) 533-6404

Due to the project's proximity to the Uptown, Greater North Park and Greater Golden Hill Community Plans, staff reviewed the project for consistency with those community plans and have the following comments:

1. According to the Uptown, Greater North Park (GNPCP) and Greater Golden Hill Community Plans as well as the Progress Guide and General Plan, Balboa Park is considered a resource-based park that is defined by its scenic, natural and cultural features (Pg 140, 117, 79 and 312, respectively). Although resource-based parks are intended for City-wide use, Balboa Park is also utilized as a population based park for the communities of Uptown, Greater Golden Hill and Greater North Park.
2. Activities proposed in conjunction with the Park Promenade are encouraged to integrate existing architectural and urban design features, landscaping, motifs and materials found in Balboa Park. The Uptown and Greater North Park Community Plans further recommend the maintenance and enhancement of the traditional character of the park's perimeter (Pg 145 and 148, respectively). Objectives found in the GNPCP, suggest enhancing transportation corridors, including Park Boulevard, to improve community image and identification (pg. 86).
3. The development of a public plaza with fountains and seating areas adjacent to the Spanish Village along with a continuous greenbelt along Park Boulevard implement the recommendations found in the both the Uptown and Greater North Park Community Plans.
4. The Transportation Element of the Uptown Plan encourages improved transit service, efficiency and route coordination. The development of a transit center along with a subterranean parking structure adjacent to Park Boulevard will provide expanded parking opportunities for park users along with enhanced transit access to Balboa Park. The construction of two new transit shelters designed in accordance with the traditional architectural character of the Park also implements recommendations found in the GNPCP and Uptown Plan.

5. Recommendations embodied in the Transportation and Circulation Element of the GNPCP include incorporating a bikeway system along Park Boulevard (Pg.95). Consideration should be given to the safety of bicyclists and any negative impacts on vehicular travel lanes and on-street parking as well as to any safety problems which may exist for bicyclists.
6. The proposed project should be presented to affected community planning committees including Uptown Planner's, the Greater North Park Planning Committee as well as the Greater Golden Hill Planning Committee. Please contact Long Range Planning staff to coordinate meeting dates.

IV. PERMIT PLANNING
Ron Buckley
(619) 446-5352

1. The required plan amendments and historic report for the Site Development Permit should note that Figure 17 in the Master Plan is correct and Figure 5 in the Precise Plan is not accurate (adjacent to Spanish Village). Figure 17 and the NHL and local boundary should be modified to include the Zoo Hospital building.
2. The proposed plan amendments should provide specific analysis of the scale, character and design changes adjacent to Spanish Village and the Natural History Museum and the selection of appropriate paving, landscaping and color palettes.
3. Parking and Circulation: In the plan amendments, demonstrate that the proposed parking garage and attendant circulation system is either consistent with the adopted goals, objectives and recommendations within both of the plans or that the proposed project/change is better from the standpoints of: improved access; design; ability to implement other goals, objectives and recommendations of the plans and cost.
4. Discuss why the easterly slope of the parking garage is to be included within the footprint/boundary of the parking garage?
5. Figures 2/3: One of the figures should call out/describe what the triangular shaped parcel on the school property is at the north end of the Zoo leasehold. Please label the other adjacent school elements.
6. Figure 3: Identify where the 2.51 acres of public parking is located within the leasehold.

7. Figure 5: Break out the percentages for exhibits, guest services and support facilities.
8. Figures 6 and 7: Eliminate the scale used and call out the horizontal dimensions. Also, where does the Zoo security fence go? Identify the materials used and height of the fence.
9. Figure 6: Show tracks for train on Figure 6. A fifteen foot berm and a solid wall of planting is not the desired edge effect along Park Blvd. Staff suggests the creation of a more expansive space (achieved by removing the berm) to provide glimpses into the exhibit area through view corridors.

V. TRANSPORTATION DEVELOPMENT
Kamran Khaligh
(619) 446-5357

1. A transportation and circulation/parking study will be included in the environmental document for the proposed plan amendments. The scope of this study is currently being finalized.
2. The proposed circulation/operational pattern at the north end of the project should be re-evaluated to see if the intent can be achieved without the installation of a new traffic signal on Park Boulevard. If not, the proposal should clearly demonstrate why the advantages of adding a traffic signal approximately 600 feet from an existing signal outweigh the disadvantages.
3. The proposal should clearly demonstrate how transit and pedestrian accessibility would be enhanced by the proposed changes to Park Boulevard. Show a cross-section for Park Boulevard which clearly dimensions areas for transit, bikes and pedestrians. The project should attempt to accommodate class II bike lanes on Park Boulevard.
4. Provide a dimensioned cross-section for the proposed Zoo Drive.
5. The proposed cul-de-sacs should be dimensioned and designed with a minimum curb radius of 50 feet.
6. Clearly show the location of and access for the proposed 300 space employee parking lot off Richmond Street and demonstrate how this location would not negatively impact the adjacent neighborhood.

7. Any potential gates or entry/exit booths at the proposed parking structure should be shown on the plans in a manner to provide adequate stacking space and to minimize delays. The traffic study must evaluate the minimum required stacking space and the anticipated delays, and the design should be adjusted to allow for the minimum requirements based on the findings of the study.
8. The parking structure plans should include a parking summary table showing the total number of parking spaces and the number of standard, accessible, and van accessible spaces on each level and the entire parking structure. The 2% adjustment values and the totals before and after the adjustments should also be shown for each level of and the entire parking structure. All lanes and ramps widths should also be dimensioned.
9. The P1 level plan of the parking structure plans should clearly show the lane striping, and all the needed transitions to accommodate the proposed lane reductions and increases.
10. On the parking structure plans, the 2% adjustments for anticipated losses (of the number of parking spaces) are not shown correctly. This percentage is also not calculated correctly for the P4 level plan.
11. Figure 18 should show dimensions of parking stalls, drive aisles, travel lanes, and travel roads. Minimum parking stall dimensions and aisle width should comply with the SDMC section 142.0560.
12. The required number of parking spaces for the War Memorial building should be analyzed, and sufficient number of parking spaces, adjacent to the building, should be provided. The existing nearby streets parking spaces should not be counted as part of the parking spaces for this building or for any part of the project. These spaces must be marked reserved for War Memorial Building users.

VI. PLANNING/HISTORICAL ISSUES
Angeles Leira
(619) 533-5213

The following are issue areas for the project and items to be discussed in the required Historical Report:

1. Historic District Boundary adjustments.

- A) The documentation should accurately reflect the National Landmark Historic district Boundary, and the Local Historic site Boundary. Unfortunately these are different.
 - B) Any modifications to boundaries (National or Local) should address the historical significance of the contributing sites/structures/features, both within the existing boundary and the new boundaries. In this manner the case can be made for the changes.
 - C) Any boundary deletions or adjustments should identify any potential impacts to surrounding sites that remain historically designated. A specific concern with the earlier boundary proposal is the effect on Spanish Village historic/architectural and design context. Per later discussions, the official national Register Boundary may already include the Serpent Building and the Hospital, which were part of a small zoo created for the international exhibition (1935, I think). Any potential impacts on these should be addressed and analyzed.
 - D) Boundary expansions should address context and historical information necessary to make the case for the new boundaries. If the boundaries are changed, especially if they are expanded northward to incorporate the relocated train site and the War Memorial Building, a goal would be to make the national and local boundaries the same.
2. Historic significance studies of specific features, structures, sites.
- A) Relocation of the Carrousel needs to be addressed per National Register Guidelines.
 - B) The historical significance of the Railroad should be established via a historical report, and its relocation needs to be addressed per National Register Guidelines.
 - C) The Serpent and Hospital Buildings should be identified for future review if they are ever subject to any modification, since they are potentially significant structures of the earlier exposition.
3. US Secretary of Interior Standards design/development consistency:
- A) The project design should meet the US Secretary of Interior Standards.

- B) The bridge over Park boulevard should be one of the items evaluated, together with the walks, landscaping relocation sites, and other features.

4. Process:

- A) The project should be reviewed by HRB staff and the HRB Design Assistance Subcommittee. A meeting was held on December 5, 2000 to initiate discussions with the Board.
- B) The full HRB should take action on any Historical District/Site modifications for both national and Local sites. The HRB should also provide a formal recommendation to the decision maker on any plan amendments and site development permits.

VII. FIRE DEPARTMENT
Bob Medan
(619) 446-5444

1. Discuss Fire Department requirements for the new parking structure (sprinklers, hose coverage, fire hydrant/s, PIV/FDC location, stand pipes, etc).
2. Discuss general Fire Department vehicle access as it relates to proposed site additions and improvements. Specifically address fire access for Spanish Village.
3. Discuss Fire Department vehicle access behind and on Old Globe Way.
4. Discuss Richmond Street off-ramp proposal.

VIII. ENGINEERING REVIEW
Julius Ocen-Odoge
(619) 446-5295

1. A preliminary drainage study prepared by a registered civil engineer is required for the project in order to evaluate the adequacy of the proposed and existing drainage system.
2. Submit a proposed grading plan with grading data.
3. Plans as submitted shows improvements along Park Boulevard and Zoo Drive. In order to assure that there is sufficient right-of-way for proposed improvements, provide on

full scale plans a typical cross section of Park Boulevard and Zoo Drive. Additionally, all improvements including curb, gutter and sidewalks within the public right-of-way needs to be clearly shown including the proposed pedestrian bridge improvement. (Note that this drawing does not have to be at the construction level of detail).

IX. GEOLOGY
Rob Hawk
(619) 446-5288

Submitted documents and associated plans indicate that the project is a Plan Amendment and Site Development Permit (SDP). The SDP is for the purpose of historical resources, and does not involve specific design for the improvements. Since the site is located in Geologic Hazard Zones 51 and 51, no geologic report is required at this time, but a full geotechnical investigation will be required at the time of construction permits.

X. WASTEWATER REVIEW
Larry Kuzminsky
(619) 533-5122

1. Prior to scheduling this project for any public hearing, the developer will be required to provide an accepted sewer study, satisfactory to the Metropolitan Wastewater Department Director, for all proposed public sewer facilities (and proposed private sewer facilities serving more than one lot), in accordance with the City of San Diego's current sewer design guide, to determine appropriate sewer facilities needed to serve this development. Please note that this study is a necessary part of the environmental review as well and will be addressed in the EIR for the project. (A Master Plan Study may be acceptable)
2. The proposed parking structure and existing parking lot change of use will require the relocation of existing public sewer facilities within the proposed development area.
3. The existing sewer mains located within the proposed parking lot structure will need to be abandoned. Also, the existing sewer main located within the existing parking lot may require relocation or conversion to private sewer depending on the future zoo exhibit design.

XI. METROPOLITAN TRANSIT DEVELOPMENT BOARD
Chris Kluth
(619) 557-4556

New Bus Stop Design:

1. MTDB supports many of the amenities and features of the proposed new bus-stop facilities included within this plan. In particular, MTDB supports the off-street design, which will insulate our passengers from the traffic along Park Boulevard and therefore make transit a more inviting means of travel to and from the park. In addition, the new station will create a pleasant, unique and dedicated facility for transit at one of San Diego's major regional activity centers. As such, we find that the conceptual drawings for the new stations fit the goals and objectives of MTDB's Transit First strategic plan, which emphasizes the need for convenient and safe passenger waiting facilities.
2. Staff have identified some issues regarding the proposed station designs that need to be addressed in order for our buses to operate successfully. In particular, MTDB requests that the following standards be considered to see if they can be provided in the park. The actual design of the bus station may need to be custom developed to meet park standards and operations. This can be worked out with MTDB, the City and the applicant:
 - A) MTDB requests that the raised medians, which visually separate the stations from Park Boulevard, be eliminated. The elimination of these medians will allow our buses to pass each other within the station facilities, as well as eliminate all visual obstacles for our drivers. We suggest that unique stripping replace the median in order to designate the area as a transit only facility.
 - B) In order for our buses to safely reenter traffic without substantial delay and difficulty, MTS vehicles would require that an acceleration lane be included as part of the station design to allow transit vehicles to more easily merge back into Park Boulevard travel lanes. This acceleration lane should be 300 ft. in length from the exit of the station. This acceleration lane could include the curb lane if on-street parking was prohibited within the area.
 - C) Any shrubbery or trees planted with the station area must allow for easy bus access void of vertical and lateral obstructions. Specifically, there must be a 14'6" minimum clearance between the roadway and an overhead obstruction - including trees, overhangs, streetlights, etc. Similarly, there must be a 2-foot minimum buffer between the edge of the curb and any lateral obstruction (See VERTICAL AND HORIZONTAL CLEARANCES FOR BUSES diagram). That being said MTDB, supports and encourages

the planting of canopy type trees at and around the station site to create a more pleasant and protected environment for our waiting passengers.

- D) Each new bus station should be at least 150 feet long and 15 feet wide. These dimensions will meet Americans with Disability Act requirements, provide plenty of room for seating facilities, as well as allow for pedestrian through traffic. In addition, the area around these bus facilities should not be cluttered with other sidewalk furniture, as this may violate ADA specifications.

Station Facility Design:

For our Transit First Bus Rapid Transit (BRT) facilities, MTDB will be constructing light rail type passenger shelters at each stop. Attached is a copy of MTDB's existing design guidelines for LRT shelters. While the shelter design will be slightly reworked in the future for BRT stations, we anticipate that the design will be relatively similar.

As this project moves forward, MTDB desires to collaborate with the City and the Zoological Society to create a shelter design that is similar to the LRT station with regards to amenities and size but with unique architecture to fit the surrounding environment and park standards and operation requirements.

XII. REAL ESTATE ASSETS DEPARTMENT

Tim Rothans
(619) 236-5548

Please address comments in the completeness check letter dated October 11, 2001. The Development Project Manager will schedule a meeting within the coming weeks to discuss issues related to lease adjustments.

XIII. WATER REVIEW

Kim La Selle
(619) 533-5141

The proposed project would impact numerous existing public water facilities traversing the area. As the project is a plan amendment, no detailed drawings addressing Water requirements accompanied the submittal, nor any discussion of impacts and needed relocations of existing public water facilities included. As such, staff have the following comments based upon the submitted documents:

1. At a minimum, the footprint of the proposed parking structure will require the relocation of the 36-inch Thorn Street Pipeline and two, 16-inch facilities in addition to other smaller ones. Without any plans to review for necessary relocations, rough estimates appear to be approximately 600 feet of 36-inch pipeline and 5000 feet of 16-inch water mains. Any proposed grading over existing public water facilities could necessitate additional relocations.
2. Although existing public water facilities traversing the area are not located within any easements (City owned land), the Water Department has minimum standards for acceptable alignments, access, encroachments, etc. Therefore, the Zoological Society may be required to relocate all public water facilities, including services and meters, into Park Boulevard with the exception of the Thorn Street Pipeline.
3. Prior to approving any plan amendment, the applicant should, at a minimum, identify necessary utility relocations (outside of the leasehold where possible) and the funding source for the design and construction of the relocations.
4. Prior to the issuance of any building or grading permits, the applicant must design and construct the necessary relocated public water facilities. Also, prior to the issuance of any building or engineering permits, the Zoological Society must process appropriate encroachment, maintenance and removal agreements for all encroachments within ten feet of any public water facility.
5. Please provide a written response to the above water issues for staff review.

XIV. CALTRANS
Bill Figge
(619) 688-6954

The Department of Transportation as reviewed the project and have no comments at this time.

FOR YOUR INFORMATION:

Structural Issues:

The project will be reviewed for compliance with all applicable building codes when submitted for building permit. The project must comply with all applicable provisions of the California Building Code as amended by the City of San Diego including site/parking and building in accordance with disabled access regulations in effect at the time of the official building permit submittal.

Page 18
Gail MacLeod
December 14, 2001

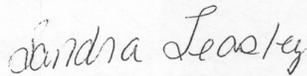
Model of Proposed Parking Structure:

To assist staff in upcoming presentations of the project before the various community groups and advisory committees, a conceptual architectural model of the structure will be required in the near future. The model should clearly show the elevators and the sunken gardens that are adjacent to Park Blvd.

This concludes staff's analysis of your project. Please make the requested revisions and clarifications requested in this letter. Submit a total of thirty (30) copies of the entire package. Additionally, please submit five (5) copies of the required technical studies noted in the beginning of this letter. Lastly, attached is the tentative project schedule which is based upon the City's standard response timeframes, and discussions with you.

Please feel free to give me a call if you have any questions.

Sincerely,



Sandra Teasley
Development Project Manager

Attachments: Activity Center ~~strikeout~~ underline
Drawings for modifications to plans
MTDB referenced material
Project schedule

cc: Myra Herrmann, Environmental Analysis
Robin Shifflet, Park and Recreation Department
Lara Evans, Planning Department
Ron Buckley, Permit Planning
Kamran Khaligh, Transportation Development
Angeles Leira, Planning/Historical Issues
Bob Medan, Fire Department
Julius Ocen-Odoge, Engineering Review
Rob Hawk, Geology Review

Page 19
Gail MacLeod
December 14, 2001

Larry Kuzminsky, Wastewater Review
Chris Kluth, Metropolitan Transit Development Board
Tim Rothans, Real Estate Assets Department
Kim La Selle, Water Review
Bill Figge, CALTRANS

I:\ALL\Project Managers\Sandra Teasley\ZOO\project assessment letter.wpd