000145

RECOMMENDATIONS

COMMUNITY PLANNING GROUP/STAFF'S/PLANNING COMMISSION

Project Manager **must** complete the following information for the Council docket:

CASE NO. 128148

STAFF'S
Please indicate recommendation for each action. ie: resolution/ ordinance

1. **APPROVE A RESOLUTION STATING FOR THE RECORD THAT THE FINAL ENFIRONMENTAL IMPACT REPORT HAS BEEN REVIEWED AND CONSIDERED PRIOR TO APPROVING THE PROJECT.**

2. **APPROVE A RESOLUTION APPROVING EXTENSION OF TIME NO. 440855 TO SITE DEVELOPMENT PERMIT NO. 48083 FOR A PERIOD OF THREE YEAR AND A STAY OF THE SITE DEVELOPMENT PERMIT FOR AN ADDITIONAL FIVE YEAR PERIOD FOR PROJECT NO. 128148.**

PLANNING COMMISSION (list names of Commissioners voting yea or nay) Planning Commission recommendation was not required.

YEAS:
NAYS:
ABSTAINING:

TO: (list recommendation or action)

COMMUNITY PLANNING GROUP (choose one)

LIST NAME OF GROUP: Balboa Park Committee

__ No officially recognized community planning group for this area.

__X__ **Community Planning Group has been notified of this project and has not submitted a recommendation. The chair of the community planning group requested the applicant present the project as an information item only on August 7, 2008.**

__ Community Planning Group has been notified of this project and has not taken a position.

__ Community Planning Group has recommended approval of this project.

__ Community Planning Group has recommended denial of this project.

__ This is a matter of City-wide effect. The following community group(s) have taken a position on the item:

000146 In favor:

Opposed:

By Sandra Teasley
Project Manager

K:\HEARING\Checklist\Checklist-Process5Rev 3/24/05.wpd

000147

REQUEST FOR COUNCIL ACTION
CITY OF SAN DIEGO

1. CERTIFICATE NUMBER (FOR AUDITOR'S USE ONLY)

TO:	2. FROM (ORIGINATING DEPARTMENT):	3. DATE:
CITY ATTORNEY	Development Services	September 11, 2008

4. SUBJECT:
Park Boulevard Promenade, Project No. 128148

5. PRIMARY CONTACT (NAME, PHONE, & MAIL STA.)	6. SECONDARY CONTACT (NAME, PHONE, & MAIL STA.)	7. CHECK BOX IF REPORT TO COUNCIL IS ATTACHED
		☐

8.COMPLETE FOR ACCOUNTING PURPOSES

					9. ADDITIONAL INFORMATION / ESTIMATED COST:
FUND					No cost to the City. All costs are recovered through a deposit account funded by the applicant.
DEPT.	1300				
ORGANIZATION	1671				
OBJECT ACCOUNT	4022				
JOB ORDER	427717				
C.I.P. NUMBER	N/A				
AMOUNT					

10. ROUTING AND APPROVALS

ROUTE (#)	APPROVING AUTHORITY	APPROVAL SIGNATURE	DATE SIGNED	ROUTE (#)	APPROVING AUTHORITY	APPROVAL SIGNATURE	DATE SIGNED
1	ORIG. DEPT	KELLY BROUGHTON	9/18/08	8	DEPUTY CHIEF	WILLIAM ANDERSON	9/23/08
2	EAS	[illegible]	9/19/08	9	COO		
3	PARK AND REC DEPT.	STACEY LOMBOIA	9/22/08	10	CITY ATTORNEY	SHIRLEY EDWARDS	09-29-08
4	CFO			11	ORIG. DEPT	MIKE WESTLAKE	9/18/08
5				✓	DOCKET COORD: _____ COUNCIL LIAISON _____		
6					COUNCIL PRESIDENT ☐ SPOB ☐ CONSENT ☐ ADOPTION		
7					_____ ☐ REFER TO: _____ COUNCIL DATE: _____		

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

1) Council resolution stating for the record that the final EIR 99-0031 has been reviewed and considered prior to approving the project.
2) Council resolution approving the Extension of Time to Site Development Permit No. 48083 for a period of three years and a stay of the Site Development Permit No. 48083 for an additional five-year period for Project No. 128148.

11A. STAFF RECOMMENDATIONS:

APPROVE THE RESOLUTIONS

12. SPECIAL CONDITIONS (REFER TO A.R. 3.20 FOR INFORMATION ON COMPLETING THIS SECTION.)

COUNCIL DISTRICT(S): **3**

COMMUNITY AREA(S): **BALBOA PARK**

ENVIRONMENTAL IMPACT: **THIS ACTIVITY IS COVERED UNDER PROJECT NO. 128148, PARK BOULEVARD PROMENADE. THE ACTIVITY IS ADEQUATELY ADDRESSED IN THE ENVIRONMENTAL DOCUMENT AND THERE IS NO CHANGE IN CIRCUMSTANCE, ADDITIONAL INFORMATION, OR PROJECT CHANGES TO WARRANT ADDITIONAL ENVIRONMENTAL REVIEW. THEREFORE, THE ACTIVITY IS NOT A SEPARATE PROJECT FOR PURPOSES OF CEQA REVIEW PURSUANT TO STATE CEQA GUIDELINES SECTION §15060(C)(3).**

HOUSING IMPACT: NONE

OTHER ISSUES: NONE

000149

EXECUTIVE SUMMARY SHEET

DATE REPORT ISSUED: REPORT NO.:
ATTENTION: Council President and City Council
ORIGINATING DEPARTMENT: Development Services Department
SUBJECT: Park Boulevard Promenade, Project No. 128148
COUNCIL DISTRICT(S): 3
STAFF CONTACT: Sandra Teasley, steasley@sandiego.gov (619) 446-5271

REQUESTED ACTION:
Extension of Time and a request to stay (toll) the expiration date for a total of seven years for the approved Site Development Permit for the Park Boulevard Promenade Project.

STAFF RECOMMENDATION:
Adopt a resolution to approve the Extension of Time request and to stay (toll) the expiration date for the Park Boulevard Promenade project for a seven year period.

EXECUTIVE SUMMARY:

The Zoological Society of San Diego has requested that City Council consider a resolution to allow an Extension of Time for an approved Site Development Permit to April 13, 2010, and a request to stay (toll) the Site Development Permit for an additional five year period to April 13, 2015. The Park Boulevard Promenade Project consists of expansions to the San Diego Zoo and modifications to public areas within the North Prado area of the Central Mesa Precise Plan of Balboa Park. The property is owned by the City of San Diego and leased to the Zoological Society. The proposed improvements include additional zoo exhibit space, a landscaped pedestrian promenade and greenbelt on Park Boulevard, modifications to historic resources and, a four-level, below grade parking structure. The original project approvals consisted of Community Plan Amendments to the Balboa Park Master Plan and the Central Mesa Precise Plan and a Site Development Permit. The Site Development Permit was required for impacts to historic resources, specifically, the relocation of two historically designated structures, the miniature train and the carousel, and for modifications to the boundaries of an historic district. The project was approved by the City Council on April 13, 2004. No portion of the development has been initiated therefore, the Site Development Permit expired 36 months after the approval date on April 13, 2007. The Plan Amendments do not expire.

Toward the end of the Park Boulevard Promenade entitlement process, the Park and Recreation Department received funding to begin a study of parking space needs in Balboa Park entitled *The Balboa Park Land Use, Circulation and Parking Study.* This proposal was initiated by the Planning Commission in November 2004. In light of the timing of this endeavor, the City Council determined that the Park Boulevard Promenade project should be approved with conditions that the project not be implemented until such time as the Study was completed and a broader financing plan was approved for a comprehensive range of park improvements that were identified in the Study including the Park Boulevard Promenade project (Reference Attachment 1 – Site Development Permit No. 48083, Page 019375, Standard Requirement No. 1, and Attachment 2, Community Plan Amendment Resolution No. 299084, Page 2 of 3). As a result of these

conditions, the Zoological Society is precluded from utilizing the permit and implementing the project until a park-wide financing plan is approved by the City Council.

San Diego Municipal Code No. 126.0111 stipulates that one Extension of Time may be granted by a decision maker for a maximum of three years provided that two findings can be made: That the project as originally approved and with no new conditions, would not place the occupants of the proposed development or the immediate community in a condition dangerous to their health or safety, and there are no new conditions required to comply with state or federal law. The requested Extension of Time is consistent with these findings. Staff also supports the request to allow the stay (tolling) of the Site Development Permit for the additional five-year period.

This requested resolution is adequately addressed in the environmental document and there is no change in circumstance, additional information, or project changes to warrant additional environmental review. Therefore, the activity is not a separate project for purposes of the California Environmental Quality Act (CEQA) review pursuant to State CEQA Guidelines Section §15060(c)(3).

FISCAL CONSIDERATIONS:
All costs associated with the processing of this project are recovered by a deposit account maintained by the applicant.

PREVIOUS COUNCIL and/or COMMITTEE ACTION:
None.

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS:
On August 7, 2008, the Balboa Park Committee heard the request as an information item.

KEY STAKEHOLDERS & PROJECTED IMPACTS:
The Zoological Society of San Diego, Permittee

Kelly Broughton
Director, Development Services Department

William Anderson
Deputy Chief Operating Officer:
Executive Director of City Planning and Development

ATTACHMENTS:

1. Park Boulevard Promenade Project Approved Permits/Resolutions
2. Park Boulevard Promenade Project Approved Exhibits (Policy Documents): Amended Balboa Park Master Plan and Amended Central Mesa Precise Plan

ATTACHMENT 01

ATTACHMENT 1

PARK PROMENADE PROJECT CITY COUNCIL APPROVED PERMITS AND RESOLUTIONS DATED APRIL 13, 2004:

1. Site Development Permit (SDP) No. 48083

2. Resolution No. R-299083 – EIR/MMRP Resolution

3. Resolution No. R-299084 – Community Plan Amendment Resolution

4. Resolution No. R-299085 – SDP Resolution

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ATTACHMENT 01

RECORDING REQUESTED BY
CITY OF SAN DIEGO
DEVELOPMENT SERVICES DEPARTMENT
PERMIT INTAKE, MAIL STATION 501

WHEN RECORDED MAIL TO
CITY CLERK
MAIL STATION 2A

THE ORIGINAL OF THIS DOCUMENT
WAS RECORDED ON DEC 08, 2004
DOCUMENT NUMBER 2004-1153919
GREGORY J. SMITH, COUNTY RECORDER
SAN DIEGO COUNTY RECORDER'S OFFICE
TIME 9:10 AM

Job Order No. 99-0031 SPACE

SITE DEVELOPMENT PERMIT 48083
PARK BOULEVARD PROMENADE [MMRP]
AMENDMENT TO THE BALBOA PARK CENTRAL MESA PRECISE PLAN
CITY COUNCIL

This Site Development Permit [SDP] No. 99-0031 is granted by the City Council of the City of San Diego to the Zoological Society of San Diego, Permittee, pursuant to San Diego Municipal Code [SDMC] section 143.0213. The project is located west of Park Boulevard in the Central Mesa Precise Plan area of Balboa Park.

Subject to the terms and conditions set forth in this Permit, permission is granted to Permittee to implement the amendments to the Balboa Park Master Plan and the Central Mesa Precise Plan which would implement the Park Boulevard Promenade project approved on April 13, 2004, on file in the Development Services Department. The exhibits are identified as follows:

A-1: Balboa Park Master Plan

A-2: Balboa Park Central Mesa Precise Plan

The project or facility shall include:

a. The implementation of the Park Boulevard Promenade shall include but not be limited to those projects and improvements shown and described in the amended Central Mesa Precise Plan, including the relocation of the historically designated Carousel and Miniature Train; and;

b. Landscaping (planting, irrigation and landscape related improvements);

c. Off-street parking facilities;

d. Accessory improvements determined by the City Manager to be consistent with the land use and development standards in effect for this site per the adopted community plan, California Environmental Quality Act Guidelines, public and private improvement requirements of the City Engineer, the underlying zone(s), conditions of this Permit, and any other applicable regulations of the SDMC in effect for this site.

STANDARD REQUIREMENTS:

1. No permit for the construction, occupancy or operation of any facility or improvement described herein shall be granted, nor shall any activity authorized by this Permit be conducted on the premises until after the City Council takes a future action to amend the lease of the Zoological Society of San Diego and to approve/provide for a financing plan for the implementation of the project as provided in City Council Resolution No. R-299083; and

   a. The Permittee signs and returns the Permit to the Development Services Department; and

   b. The Permit is recorded in the Office of the San Diego County Recorder.

2. Unless this Permit has been revoked by the City of San Diego the property included by reference within this Permit shall be used only for the purposes and under the terms and conditions set forth in this Permit unless otherwise authorized by the City Manager.

3. This Permit is a covenant running with the subject property and shall be binding upon the Permittee and any successor or successors, and the interests of any successor shall be subject to each and every condition set out in this Permit and all referenced documents.

4. The utilization and continued use of this Permit shall be subject to the regulations of this and any other applicable governmental agency.

5. Issuance of this Permit by the City of San Diego does not authorize the Permittee for this permit to violate any Federal, State or City laws, ordinances, regulations or policies including, but not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.).

6. The Permittee shall secure all necessary building permits. The applicant is informed that to secure these permits, substantial modifications to the building and site improvements to comply with applicable building, fire, mechanical and plumbing codes and State law requiring access for disabled people may be required.

7. Before issuance of any building or grading permits, complete grading and working drawings shall be submitted to the City Manager for approval. Plans shall be in substantial conformity to Exhibit A (the Amendments to the Balboa Park Master Plan and the Central Mesa Precise Plan). No changes, modifications or alterations shall be made unless appropriate application(s) or amendment(s) to this Permit have been granted.

8. All of the conditions contained in this Permit have been considered and have been determined to be necessary in order to make the findings required for this Permit. It is the intent of the City that the holder of this Permit be required to comply with each and every condition in order to be afforded the special rights which the holder of the Permit is entitled as a result of obtaining this Permit.

In the event that any condition of this Permit, on a legal challenge by the Owner/ Permittee of this Permit, is found or held by a court of competent jurisdiction to be invalid, unenforceable, or unreasonable, this Permit shall be void. However, in such an event, the Owner/Permittee shall have the right, by paying applicable processing fees, to bring a request for a new permit without the "invalid" conditions(s) back to the discretionary body which approved the Permit for a determination by that body as to whether all of the findings necessary for the issuance of the proposed permit can still be made in the absence of the "invalid" condition(s). Such hearing shall be a hearing de novo and the discretionary body shall have the absolute right to approve, disapprove, or modify the proposed permit and the condition(s) contained therein.

ENVIRONMENTAL/MITIGATION REQUIREMENTS:

9. Mitigation requirements are tied to the environmental document, specifically the Mitigation, Monitoring, and Reporting Program [MMRP]. These MMRP conditions are incorporated into the permit by reference or authorization for the project.

10. As conditions of the Park Boulevard Promenade/Central Mesa Precise Plan Amendment-Site Development Permit No. 99-0031, the mitigation measures specified in the MMRP, and outlined in the Environmental Impact Report, LDR No. 99-0031 shall be noted on the construction plans and specifications under the heading ENVIRONMENTAL/MITIGATION REQUIREMENTS.

11. The Owner/Permittee shall comply with the Mitigation, Monitoring, and Reporting Program [MMRP] as specified in the Environmental Impact Report, LDR No. 99-0031, satisfactory to the City Manager and City Engineer. Prior to issuance of the first grading permit, all conditions of the MMRP shall be adhered to the satisfaction of the City Engineer. All mitigation measures as specifically outlined in the MMRP shall be implemented for the following issue areas:

a. Land Use
b. Transportation/Circulation
c. Historical Resources
d. Hydrology and Water Quality
e. Recreational Resources
f. Aesthetics/Neighborhood Character
g. Paleontological Resources
h. Utilities
i. Noise
j. Air Quality

12. In addition to the conditions required under the MMRP, Permittee shall:

a. Study the need to implement an employee parking plan to help reduce traffic impacts on Richmond and Upas as described in the MMRP and shall present its analysis to the Balboa Park Planning Committee no later than nine months after the date the employee parking lot is completed; and

b. Maintain a construction management team at all times during construction of the Project, to respond to concerns of citizens, Park institutions, and City representatives associated with construction activities.

13. A Job Order number open to the Land Development Review Division of the Development Services Department shall be required to cover the Land Development Review Division's cost associated with the implementation of the MMRP.

INFORMATION ONLY:

Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of this development permit, may protest the imposition within ninety days of the approval of this development permit by filing a written protest with the City Clerk pursuant to California Government Code section 66020.

APPROVED by the City Council of the City of San Diego on April 13, 2004.

ATTACHMENT 01

AUTHENTICATED BY THE CITY MANAGER

By Jay Halbert

The undersigned Permittee, by execution hereof, agrees to each and every condition of this Permit and promises to perform each and every obligation of Permittee hereunder.

ZOOLOGICAL SOCIETY OF SAN DIEGO
Permittee

By Douglas G. Myers

By Douglas G. Myers

NOTE: Notary acknowledgments must be attached per Civil Code section 1180 et seq.

000158

ATTACHMENT 01

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of San Diego

On 12-7-04 (DATE) before me, Lily H. Skyer, Notary Public (NAME, TITLE OF OFFICER - E.G., "JANE DOE, NOTARY PUBLIC")

personally appeared Douglas G. Myers (NAME(S) OF SIGNER(S))

☐ personally known to me - OR - ☒ proved to me on the basis of satisfactory evidence to be the person(s) whose name(~~s~~) (is) are subscribed to the within instrument and acknowledged to me that (he)/~~she/they~~ executed the same in (his)/~~her/their~~ authorized capacity(ies), and that by (his)/~~her/their~~ signature(~~s~~) on the instrument the person(~~s~~), or the entity upon behalf of which the person(~~s~~) acted, executed the instrument.

LILY H. SKYER
Commission # 1426774
Notary Public - California
San Diego County
My Comm. Expires Jul 23, 2007

WITNESS my hand and official seal.

Lily H. Skyer
SIGNATURE OF NOTARY

OPTIONAL

Though the data below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent reattachment of this form.

CAPACITY CLAIMED BY SIGNER

☐ INDIVIDUAL
☐ CORPORATE OFFICER

_____
TITLE(S)

☐ PARTNER(S) ☐ LIMITED ☐ GENERAL
☐ ATTORNEY-IN-FACT
☐ TRUSTEE(S)
☐ GUARDIAN/CONSERVATOR
☐ OTHER: _____

SIGNER IS REPRESENTING:
NAME OF PERSON(S) OR ENTITY(IES)

DESCRIPTION OF ATTACHED DOCUMENT

_____
TITLE OR TYPE OF DOCUMENT

_____
NUMBER OF PAGES

_____
DATE OF DOCUMENT

_____
SIGNER(S) OTHER THAN NAMED ABOVE

019379

000159

ATTACHMENT 01

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California
County of San Diego } ss.

On December 7, 2004 (Date) before me, Stacie L. Maxwell (Name and Title of Officer [e.g., "Jane Doe, Notary Public"])

personally appeared Gary Halbert (Name(s) of Signer(s))

☑ personally known to me
☐ proved to me on the basis of satisfactory evidence

to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(~~ies~~), and that by his/~~her/their~~ signature(~~s~~) on the instrument the person(~~s~~), or the entity upon behalf of which the person(~~s~~) acted, executed the instrument.

STACIE L MAXWELL
Commission # 1492145
Notary Public - California
San Diego County
My Comm. Expires Jun 24, 2008

WITNESS my hand and official seal.

Stacie L Maxwell
Signature of Notary Public

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document. 99-0031/2147

Description of Attached Document

Title or Type of Document: Park Boulevard Promenade

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer

Signer's Name: _____

RIGHT THUMBPRINT OF SIGNER
Top of thumb here

☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Attorney-in-Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

Signer Is Representing: _____

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019380

ATTACHMENT 01

CLERK'S FILE COPY

(R-2004-1019)
(COR. COPY)

RESOLUTION NUMBER R-299083

ADOPTED ON APRIL 13, 2004

WHEREAS, the Zoological Society of San Diego, Permittee, filed an application with the City of San Diego for amendments to the Balboa Park Master Plan, the Central Mesa Precise Plan, and for a Site Development Permit [SDP 48083] to construct the Park Boulevard Promenade Project, located west of Park Boulevard in the Central Mesa Precise Plan area of Balboa Park; and

WHEREAS, the Project site includes the current Zoological Society leasehold premises and certain property within the Central Mesa Precise Plan area, as described on attached Attachment "A"; and

WHEREAS, the matter was set for a public hearing to be conducted by the Council of the City of San Diego; and

WHEREAS, the issue was heard by the City Council on April 13, 2004; and

WHEREAS, the City Council considered the issues discussed in Environmental Impact Report LDR No. 99-0031, Project No. 2147, dated September 26, 2003; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that it is certified that Environmental Impact Report LDR No. 99-0031, Project No. 2147, dated September 26, 2003, on file in the office of the City Clerk, has been completed in compliance with the California

Environmental Quality Act of 1970 (California Public Resources Code section 21000 et seq.), as amended, and the State guidelines thereto (California Code of Regulations section 15000 et seq.), that the report reflects the independent judgment of the City of San Diego as Lead Agency and that the information contained in said report, together with any comments, testimony, and written materials received during the public review process, has been reviewed and considered by this Council in connection with the approval of a Site Development Permit to construct the Park Boulevard Promenade, in the Central Mesa Precise Plan area of Balboa Park.

BE IT FURTHER RESOLVED, that pursuant to California Public Resources Code section 21081 and California Code of Regulations section 15091, the City Council adopts the findings made with respect to the project, a copy of which is on file in the office of the City Clerk as Document No. RR-299083-1, and incorporated herein by reference.

BE IT FURTHER RESOLVED, that pursuant to California Code of Regulations section 15093, the City Council adopts the Statement of Overriding Considerations, a copy of which is on file in the office of the City Clerk as Document No. RR-299083-2, and incorporated herein by reference, with respect to the project.

BE IT FURTHER RESOLVED, that pursuant to California Public Resources Code section 21081.6, the City Council adopts the Mitigation Monitoring and Reporting Program as described on attached Attachment "B," or alterations to implement the changes to the project as required by this body in order to mitigate or avoid significant effects on the environment, a copy of which is attached hereto and incorporated herein by reference.

BE IT FURTHER RESOLVED, that the City Clerk 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 above project.

APPROVED: CASEY GWINN, City Attorney

By _____
Prescilla Dugard
Deputy City Attorney

PD:dm
03/29/04
09/15/04 COR. COPY
Or.Dept:Dev.Svcs.
R-2004-1019

ATTACHMENT 01

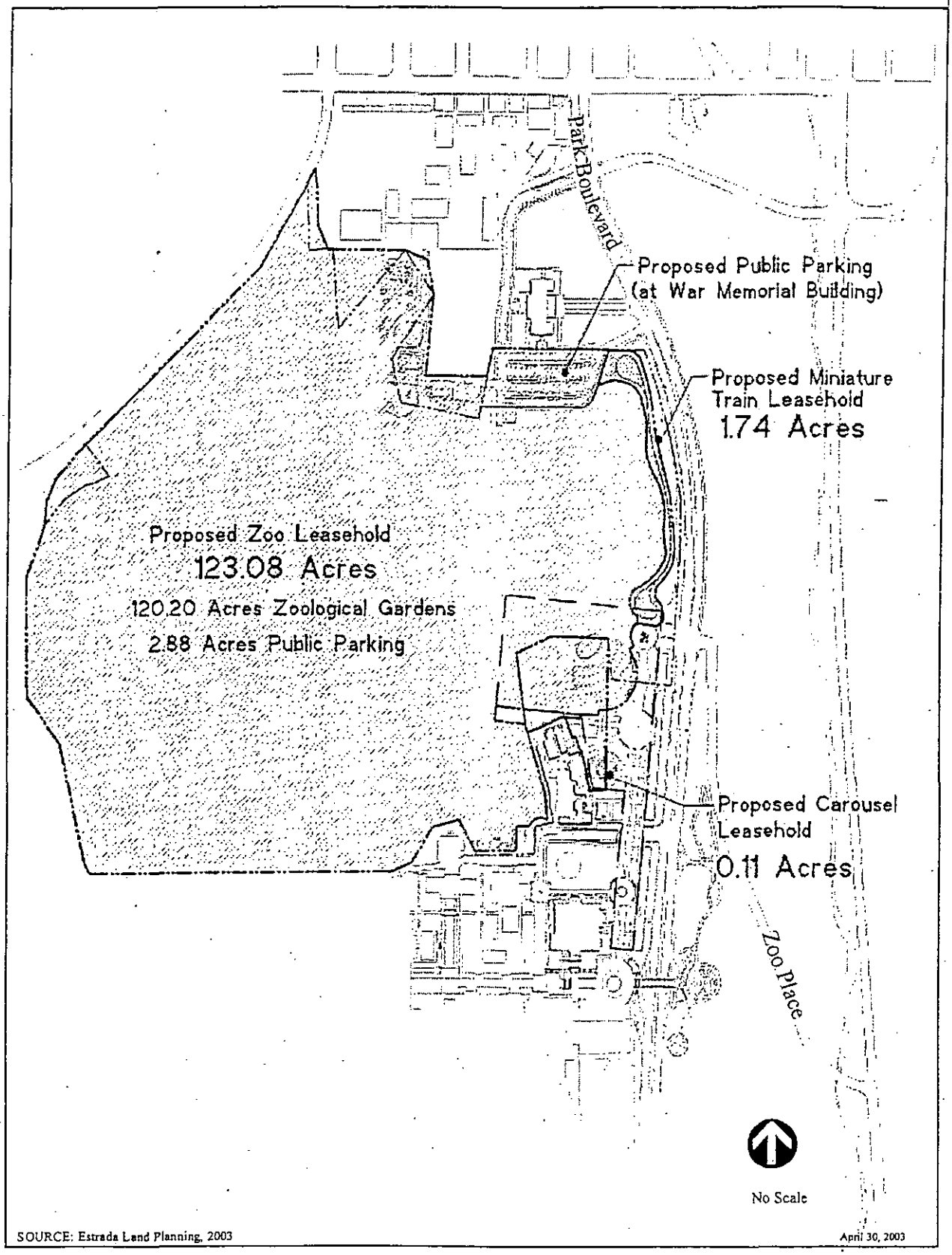


EXHIBIT A - PARK BOULEVARD PROMENADE PROJECT AREA BOUNDARIES

ATTACHMENT B
Mitigation Monitoring and Reporting Program for Park Boulevard Promenade Project No. 2147

The California Environmental Quality Act (CEQA), Section 21081.6 (Assembly Bill [AB] 3180) requires that a Mitigation Monitoring and Reporting Program (MMRP) be adopted upon certification of an Environmental Impact Report (EIR) in order to ensure that the mitigation measures are implemented. The following MMRP is designed to ensure compliance with AB 3180 during implementation of mitigation measures, and identifies at a minimum, the entity responsible for monitoring, what is to be monitored, how the monitoring is to be accomplished, the monitoring and reporting schedule and completion requirements. The Mitigation Monitoring and Reporting Program for the Park Boulevard Promenade Project is under the jurisdiction of the City of San Diego and other agencies as specified below. The following is a description of the Mitigation Monitoring and Reporting Program to be completed for the project.

MMRP Deposit

After project approval by the Decision Maker and prior to issuance of any discretionary approval(s), the applicant shall submit a deposit of $3,200.00 to the Development Project Manager in Development Services Department to cover the City's costs associated with implementation of the Mitigation Monitoring and Reporting Program (MMRP).

Land Use

Implementation of the mitigation measures described in Historical Resources below, and Section 4.3 of the EIR, would reduce the impacts associated with the project's compliance with the City's Historical Resources Regulations to below a level of significance.

Transportation/Circulation

1. To reduce significant project impacts at the Florida Drive/Zoo Place intersection to below a level of significance, the project builder shall, prior to the operation of the Park Boulevard Parking Structure, install a traffic signal at the Florida Drive/Zoo Place intersection to the satisfaction of the City Engineer. The project builder would be responsible for 100 percent of the costs for this measure.
2. To reduce significant project impacts at the Park Boulevard/Zoo Place intersection to below a level of significance, the project builder shall, prior to the operation of the Park Boulevard Parking Structure, implement intersection improvements at the Park Boulevard/Zoo Place intersection to the satisfaction of the City Engineer. The improvements shall include the modification of the existing signal and widening of the intersection to include northbound dual

left-turn lanes, a southbound right-turn overlap signal phase, eastbound dual right-turn lanes with a right-turn overlap signal phase, and a westbound left-turn lane. The project builder would be responsible for 100 percent of the costs for this measure.

3. To reduce significant project impacts at the Pershing Drive/26th Street intersection to below a level of significance, the project builder shall, prior to the operation of the Park Boulevard Parking Structure, implement intersection improvements at Pershing Drive/26th Street to the satisfaction of the City Engineer. The improvements shall include the modification of the existing traffic signal and widening to include two additional eastbound right-turn lanes so that the eastbound approach would have one left-turn lane, one thru lane, and two right-turn lanes. Additionally, east-west protected left-turn phasing is required. The project builder would be responsible for 100 percent of the cost for this measure.
4. To reduce significant project impacts at the planned intersection of Park Boulevard/War Memorial to below a level of significance, the project builder shall, prior to construction of the underground parking structure and closure of the Zoo Place parking lot entrance, install a traffic signal at the Park Boulevard/War Memorial intersection with the south leg to include a northbound left-turn lane with appropriate storage length and transition. The west leg shall have a left-turn lane of at least 100 feet and a right-turn lane. The north leg shall have the number 2 lane re-striped as a shared thru-right lane. The project builder would be responsible for 100 percent of the cost for this measure.
5. To reduce significant traffic delays during construction to below a level of significance, the project builder shall, prior to the City's first pre-construction meeting or issuance of a building or grading permit, whichever is applicable, prepare a Construction Parking Management Plan in conformance with City standards and implement this plan during the entire duration of construction activities, in which the project builder shall provide shuttles, signs, and the means to optimize shuttle use and to keep visitors informed. The project builder shall be responsible for 100 percent of the costs for this mitigation measure.
6. To reduce significant future parking impacts, the project builder shall, upon completion of the proposed War Memorial Parking Lot, implement a War Memorial/Group Parking Area Parking Management Plan where the project shall monitor the War Memorial/Group Parking Area for buses exceeding the available parking spaces and private vehicles using the Zoo group entrance and shall direct said vehicles to Inspiration Point. The project builder shall be responsible for 100 percent of the costs for this mitigation measure.

HISTORICAL RESOURCES

Archaeological Monitoring

To reduce potential significant adverse effects to unknown subsurface prehistoric or historic archaeological resources to below a level of significance, the project builder shall, prior the City's first pre-construction meeting or the issuance of a building or grading permit, whichever is applicable, provide a letter of verification to the Environmental Review Manager of Land

Development Review (LDR) stating that a qualified archaeologist and/or archaeological monitor, as defined in the City of San Diego Historical Resources Guidelines, has been retained to implement the cultural resources monitoring program. The following conditions apply to the implementation of this mitigation measure:

Prior to Preconstruction (Precon) Meeting

1. *Land Development Review (LDR) Plan Check*

   Prior to the issuance of a Notice to Proceed (NTP) or any permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, the Environmental Review Manager (ERM) of LDR shall verify that the requirements for archaeological monitoring and Native American monitoring, if applicable, have been noted on the appropriate construction documents.

2. *Letters of Qualification have been submitted to ERM*

   Prior to the recordation of the first final map, NTP, and/or, including but not limited to, issuance of a Grading Permit, Demolition Permit or Building Permit, the applicant shall provide a letter of verification to the ERM of LDR stating that a qualified Archaeologist, as defined in the City of San Diego Historical Resources Guidelines (HRG), has been retained to implement the monitoring program.

3. *Second Letter Containing Names of Monitors has been sent to Mitigation Monitoring Coordination (MMC)*

   At least thirty days prior to the Precon Meeting, a second letter shall be submitted to MMC which shall include the name of the Principal Investigator (PI) and the names of all persons involved in the Archaeological Monitoring of the project. MMC will provide Plan Check with a copy of both the first and second letters.

4. *Records Search Prior to Precon Meeting*

   At least thirty days prior to the Precon Meeting the qualified Archaeologist shall verify that a records search has been completed and updated as necessary and be prepared to introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. Verification includes, but is not limited to, a copy of a confirmation letter from South Coast Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.

Precon Meeting

1. *Monitor Shall Attend Precon Meetings*

   a. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the Archaeologist, Construction Manager and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist shall attend any grading-related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.

b. If the Monitor is not able to attend the Precon Meeting, the RE or BI, if appropriate, will schedule a focused Precon Meeting for MMC, EAS staff, as appropriate, Monitors, Construction Manager and appropriate Contractor's representatives to meet and review the job on-site prior to start of any work that requires monitoring.

2. *Identify Areas to be Monitored*

At the Precon Meeting, the Archaeologist shall submit to MMC a copy of the site/grading plan (reduced to 11x17) that identifies areas to be monitored as well as areas that may require delineation of grading limits.

3. *When Monitoring Will Occur*

Prior to the start of work, the Archaeologist shall also submit a construction schedule to MMC through the RE or BI, as appropriate, indicating when and where monitoring is to begin and shall notify MMC of the start date for monitoring.

During Construction

1. *Monitor Shall be Present During Grading/Excavation*

The qualified Archaeologist shall be present full-time during grading/excavation of native soils and shall document activity via the Consultant Site Visit Record. This record shall be sent to the RE or BI, as appropriate, each month. The RE or BI, as appropriate, will forward copies to MMC.

2. *Discoveries*

a. Discovery Process

In the event of a discovery, and when requested by the Archaeologist, or the PI if the Monitor is not qualified as a PI, the RE or BI ,as appropriate, shall be contacted and shall divert, direct or temporarily halt ground disturbing activities in the area of discovery to allow for preliminary evaluation of potentially significant archaeological resources. The PI shall also immediately notify MMC of such findings at the time of discovery. MMC will coordinate with appropriate LDR staff.

b. Determination of Significance

The significance of the discovered resources shall be determined by the PI in consultation with LDR and the Native American Community, if applicable. LDR must concur with the evaluation before grading activities will be allowed to resume. For significant archaeological resources, a Research Design and Data Recovery Program shall be prepared, approved by DSD and carried out to mitigate impacts before ground disturbing activities in the area of discovery will be allowed to resume.

3. *Human Remains*

If human remains are discovered, work shall halt in that area and the following procedures set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) will be taken:

1. Notification

(1) Archaeological Monitor shall notify the RE or BI, as appropriate, MMC and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS).

(2) The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.

b. Isolate discovery site

(1) Work shall be redirected from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenience of the remains.

(2) The Medical Examiner, in consultation with the PI, shall determine the need for a field examine to determine the provenience.

(3) If a field examination is not warranted, the Medical Examiner, shall determine with input from the PI, if the remains are or are most likely to be of Native American origin.

c. If Human Remains are determined to be Native American

(1) The Medical Examiner shall notify the Native American Historic Commission (NAHC). (By law, **ONLY** the Medical Examiner can make this call).

(2) The NAHC will contact the PI within 24 hours of sooner, after the Medical Examiner has completed coordination.

(3) NAHC will identify the person or persons determined to be the Most Likely Descendent (MLD) and provide.

(4) The PI will coordinate with the MLD for additional consultation.

(5) Disposition of Native American Human Remains will be determined between the MLD and the PI IF:

(a) The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 24 hours after being notified by the Commission; OR;

(b) The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, the landowner or their authorized representative shall re-inter the human remains and all associated grave goods with appropriate dignity, on the property in a location not subject to subsurface disturbance. Information on this process will be provided to the NAHC.

d. If Human Remains are **NOT** Native American

(1) The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.

(2) The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).

(3) If the remains are of historic origin, they shall be appropriately removed and conveyed to the Museum of Man for analysis. The decision for reinterment of the human remains shall be made in consultation with MMC, EAS, the landowner and the Museum of Man.

4. Night Work

A. If night work is included in the contract

(1) When night work is included in the contract package, the extent and timing shall be presented and discussed at the Precon meeting.

(2) The following procedures shall be followed:

(a) No Discoveries

In the event that nothing was found during the night work, the PI will record the information on the Site Visit Record Form.

(b) Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures under **During Construction;** 2.,a. & b, will be followed, with the exception that the PI will contact MMC by 8AM the following morning to report and discuss the findings.

B. If night work becomes necessary during the course of construction

(1) The Construction Manager shall notify the RE or BI, as appropriate, a minimum of 24 hours before the work is to begin.

(2) The RE or BI, as appropriate, will notify MMC immediately.

C. All other procedures described above will apply, as appropriate.

5. Notification of Completion

The Archaeologist shall notify MMC and the RE or the BI, as appropriate, in writing of the end date of monitoring.

Post Construction

1. Handling and Curation of Artifacts and Letter of Acceptance

1. The Archaeologist shall be responsible for ensuring that all cultural remains collected are cleaned, catalogued, and permanently curated with an appropriate institution; that a letter of acceptance from the curation institution has been submitted to MMC; that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.

2. Curation of artifacts associated with the survey, testing and/or data recovery for this project shall be completed in consultation with LDR and the Native American representative, as applicable.

2. ***Final Results Reports (Monitoring and Research Design And Data Recovery Program)***

   a. Prior to the release of the grading bond, two copies of the Final Results Report (even if negative) and/or evaluation report, if applicable, which describe the results, analysis, and conclusions of the Archaeological Monitoring Program (with appropriate graphics) shall be submitted to MMC for approval by the ERM of LDR.

   b. For significant archaeological resources encountered during monitoring, the Research Design And Data Recovery Program shall be included as part of the Final Results Report.

   c. MMC shall notify the RE or BI, as appropriate, of receipt of the Final Results Report.

3. ***Recording Sites with State of California Department of Park and Recreation***

   The Archaeologist shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Results Report.

Carousel

To reduce potential indirect significant impacts from the dismantlement and storage of the Carousel during construction and its relocation and reconstruction after construction to below a level of significance, the following mitigation measures shall be implemented:

Prior to the City's first pre-construction meeting or issuance of a building or grading permit, whichever is applicable, a temporary location shall be chosen for operation of the Carousel during construction activities in the same general locale as the current Carousel location and a new temporary lease shall be issued and signed for the duration of the construction period. Should temporary relocation of the Carousel be impractical, the Carousel shall be dismantled and stored until construction is completed.

Design Guidelines

Prior to the City's first preconstruction meeting or issuance of any construction permits, whichever is applicable, the applicant and/or design/builder shall implement the design guidelines in the Central Mesa Precise Plan and Balboa Park Master Plan for the following project elements located within the Local Historic Resource Boundary: the parking structure, including the wall and entrances; Park Boulevard entry statements; light wells; pedestrian bridge and associated elements including gateway elements; the Rose Garden and the transit station element.

Documentation and Treatment Plan for the Carousel

Prior to the City's first pre-construction meeting or issuance of a building or grading permit, whichever is applicable, the following documentation and treatment plan shall be implemented for the relocation of the Carousel to the satisfaction of the City Historical Resources Board.

Prior to Preconstruction (Precon) Meeting

1. *Land Development Review (LDR) Plan Check*

   Notes on plan

   a. Prior to the City's first Precon Meeting or issuance of a building or grading permit, whichever is applicable, the Environmental Review Manager (ERM) shall verify that the requirement for historical monitoring during alteration, construction and/or restoration has been noted on the Grading/Demolition Plans.

   b. The applicant shall implement the DP (Documentation Program) and Treatment Programs (TPs) as indicated in 4 and 5 below.

   c. The DP can be implemented prior to Precon Meeting. However, monitoring cannot begin until a Precon Meeting has been held at least one week prior to issuance of appropriate permits.

   d. Physical description including year, type of structure and extent of work shall be noted on the plans.

2. *Letters of Qualification have been submitted to Environmental Review Manager (ERM)*

   a. Prior to the City's first Precon Meeting or issuance of a building or grading permit, whichever is applicable, the applicant shall provide a letter of verification to the ERM of LDR stating that a qualified Historian and/or Architectural Historian, as defined in the City of San Diego Historical Resources Guidelines, has been retained to implement the DP and TPs.

3. *Second letter containing names of monitors has been sent to Mitigation Monitoring Coordination (MMC)*

   a. At least thirty days prior to the Precon Meeting, a second letter shall be submitted to MMC of LDR and shall include the names of all persons involved in the historical monitoring of this project and shall be approved by ERM prior to the first Precon Meeting.

   b. MMC will provide Plan Check with a copy of both the first and second letters.

4. *DP Program (DP)*

   a. Prior to the issuance of a Demolition or Grading Permit, the DP shall be submitted to the Environmental Analysis Section (EAS) for approval by the ERM of LDR and shall include the following:

(1) Photographic DP

(a) Prior to the relocation, a DP shall be completed for the Carousel and its components. The DP shall include professional quality photography of the Carousel, Pavilion, Organ and Ticket booth in 35 mm black and white and color photographs (4x6 standard format). General overviews of the Carousel and its components shall be taken to document its present location and setting and to document the relationship of the components to the Carousel. Detailed photographs shall be taken of each of the Carousel animals, murals, organ, and architectural elements of the Carousel and Pavilion. Photographs shall be archival quality and easily reproducible.

(b) Copies of the photographs shall be submitted for archival storage with the City of San Diego Historical Resources Board, the Land Development Review Division, and the South Coastal Information Center. One set of original photographs and negatives shall be submitted for archival storage with the San Diego Historical Society and further copies shall be submitted to the California Room of the City of San Diego Public Library and other appropriate historical groups.

(2) Photo Relocation Plan

(a) The Relocation will involve dismantling the Carousel and Pavilion to some extent. A Photo Relocation Plan with systematic documentation of each section or element of the resource shall be produced to aid in the reconstruction of the Carousel and Pavilion. Each section or element to be dismantled shall be given a number, and labeled. A log shall be kept of all numbered elements. All major elements shall be photographed and the number of each photograph shall be entered into the log and cross-referenced to the element number. A schematic plan showing the relationship of numbered elements to one another shall be produced. If portions of the Carousel or Pavilion are not accessible for photographing *in situ* they shall be numbered, logged and photographed once dismantled. This process will allow for documentation of portions of the Carousel not normally visible.

(b) The Photo Relocation Plan shall be submitted for archival storage with the City of San Diego Historical Resources Board, the Land Development Review Division, the South Coastal Information Center, the California Room of the City of San Diego Public Library, the San Diego Historical Society and other appropriate historical societies or groups.

b. Prior to the first Precon Meeting, a letter of verification shall be obtained from EAS and copied to MMC verifying that the DP has been approved.

5. ***Treatment Plan for the Carousel***

a. Relocation of the Carousel

1. The Carousel has not been moved from its present location since 1968 and has never been moved by its present owners. The National Carousel Association (http://www.nca-usa.org/) shall be consulted regarding industry protocols for relocating carousels. The

National Association may also provide referrals to companies with experience in moving carousels. The Pavilion and booth shall be moved by a company specializing in the transportation of timber-framed buildings.

2. The Photo Relocation Plan and photolog shall be re-checked during dismantling and can be added to as the process unfolds. Care shall be taken to ensure that each element dismantled is labeled, photographed and added to the logs.
3. All elements shall be appropriately packed to avoid damage during relocation.
4. If the Carousel and Pavilion is placed in temporary storage a log shall be kept of the exact location of each part to avoid misplacing elements.

b. Reassembly of the Carousel

1. When reassembled, the Carousel, Pavilion, organ, and booth shall faithfully replicate the original design and spatial configuration. The Photo Relocation Plan and schematics shall be referenced to ensure the correct placement of Carousel elements. While the orientation of the Pavilion will change so that it does not open directly toward Spanish Village, the reconstructed Pavilion and ticket booth shall replicate the original in every other way.
2. Should fasteners such as nails, nuts, bolts or screws need to be replaced during reassembly the replacement parts shall replicate the original fastener type and materials as per Secretary of the Interior Standards (Weeks and Grimmer 1995).
3. Should any major elements of the Carousel, Pavilion or organ become damaged as a result of the relocation, repairs shall be made by a qualified Carousel conservator. The National Carousel Association webpage (http://www.nca-usa.org/) provides links to Carousel conservators throughout the U.S.
4. Should any elements of the Carousel, Pavilion, organ or booth require repainting as a result of damage incurred during relocation, the original paint type and color shall be replicated.

Precon Meeting

1. Historian and/or Architectural Historian Shall Attend Precon Meetings

At least thirty days prior to implementation of the MMRP, the applicant shall arrange a Precon Meeting that shall include the Historian and/or Architectural Historian, Construction Manager or Grading Contractor, Resident Engineer (RE), Building Inspector (BI) and MMC. In addition, the Historian and/or Architectural Historian shall attend any focused Precon Meetings at the request of MMC to make comments and/or suggestions concerning the historical monitoring program with the construction manager and/or grading contractor.

2. Submit Letter of Verification of approval of DP

A letter of verification that the DP has been approved by ERM shall be submitted to the RE or BI, as appropriate, at the first Precon Meeting and copy provided to MMC.

3. *Identify Areas to be Monitored*

At the Precon Meeting the Historian and/or Architectural Historian shall submit to MMC a copy of the site/grading plan (reduced to 11x17) that identifies the areas involved in the DP and P as noted above.

4. *DP and TP Construction Schedule*

Prior to the start of any work, the Historian and/or Architectural Historian shall submit a construction schedule for implementation of the DP and TPs and will notify MMC of the start date.

During construction

1. *Monitor Shall be Present During Implementation of TP*

The Historian and/or Architectural Historian shall be present during implementation of the TP. The qualified historian shall document activity via the Consultant Site Visit Record. This record shall be sent to the RE or BI every month. RE or BI will forward copies to MMC.

2. *Night Work*

a. If night work is included in the contract

1. The extent and timing shall be presented and discussed at the Precon Meeting.
2. All work shall be recorded on the Consultant Site Visit Record and the RE or BI, as appropriate, will notify MMC of any unusual circumstances by 9 AM the following morning.
3. MMC will coordinate with LDR staff, as appropriate.

b. If night work becomes necessary during the course of the project

1. The qualified Historian and/or Architectural Historian shall notify the RE or BI, as appropriate a minimum of 24 hours before work is to begin.
2. The RE, or BI, as appropriate will notify MMC immediately.

c. All other procedures described above will apply, as appropriate.

Post Construction

1. *Final Results Report (Historic DP)*

After completion of the MMRP, the Final Results Report (FRP), including historic DP, shall be submitted to MMC for review by the ERM of LDR.

2. *Verification of Historic DP Distribution*

Prior to release of the grading bond and/or issuance of any Building Permits or Certificate of Occupancy, the Historical Consultant shall provide verification to the ERM of LDR that copies of the historic DP have been distributed as indicated in 4. above.

Documentation and Treatment Plan for the Miniature Train

To reduce significant impacts to the location, setting and feeling of the Miniature Train as a result of the relocation and reconfiguration of this locally historic resource to below a level of significance, the project builder shall, prior to the City's first pre-construction meeting or issuance of a building or grading permit, whichever is applicable, implement the following documentation and treatment plan for the relocation of the Miniature Train to the satisfaction of the City Historical Resources Board.

Prior to Preconstruction (Precon) Meeting

1. *Land Development Review (LDR) Plan Check*

   Notes on plan

   a. Prior to the City's first Precon Meeting or issuance of a building or grading permit, whichever is applicable, the Environmental Review Manager (ERM) shall verify that the requirement for historical monitoring during alteration, construction and/or restoration has been noted on the Grading/Demolition Plans.

   b. The applicant shall implement the DP (Documentation Program) and Treatment Programs (TPs) as indicated in 4 and 5 below.

   c. The DP can be implemented prior to Precon Meeting. However, monitoring cannot begin until a Precon Meeting has been held at least one week prior to issuance of appropriate permits.

   d. Physical description including year, type of structure and extent of work shall be noted on the plans.

2. *Letters of Qualification have been submitted to Environmental Review Manager (ERM)*

   a. Prior to the City's first Precon Meeting or issuance of a building or grading permit, whichever is applicable, the applicant shall provide a letter of verification to the ERM of LDR stating that a qualified Historian and/or Architectural Historian, as defined in the City of San Diego Historical Resources Guidelines, has been retained to implement the DP and TPs.

3. *Second letter containing names of monitors has been sent to Mitigation Monitoring Coordination (MMC)*

   a. At least thirty days prior to the Precon Meeting, a second letter shall be submitted to MMC of LDR and shall include the names of all persons involved in the historical monitoring of this project and shall be approved by ERM prior to the first Precon Meeting.

   b. MMC will provide Plan Check with a copy of both the first and second letters.

4. *DP Program (DP)*

   a. Prior to the issuance of a Demolition or Grading Permit, the DP shall be submitted to the Environmental Analysis Section (EAS) for approval by the ERM of LDR and shall include the following:

(1) Photographic DP

(a) Prior to the relocation, a DP shall be completed for the Miniature Train. The DP shall include professional quality photography of the train, tracks, tunnels, signs, trestle bridge, station building, and landscaping features in 35 mm black and white and color photographs (4x6 standard format). General overviews of the Train and its components shall be taken to document its present location and setting and to document the spatial relationship of the components. Detailed photographs shall be taken of the train engine, train carriages, architectural details of the station building, and landscaping elements. A record shall be made of individual plants used in the landscaping. Photographs shall be archival quality and easily reproducible.

(b) A detailed topographic plan of the layout of the Train shall be completed prior to relocation to record details of the layout and landscaping as a historical record.

(c) Copies of the photographs and the plan shall be submitted for archival storage with the City of San Diego Historical Resources Board, the Land Development Review Division, and the South Coastal Information Center. One set of original photographs and negatives and the plan shall be submitted for archival storage with the San Diego Historical Society and further copies shall be submitted to the California Room of the City of San Diego Public Library and other historical groups.

b. Prior to the first Precon Meeting, a letter of verification shall be obtained from EAS and copied to MMC verifying that the DP has been approved.

5. Treatment Plan for the Miniature Train

The Miniature Train will be moved approximately 200 feet north from its present location. Impacts resulting from the relocation of the Train can be substantially mitigated through new project design and documentation of the original configuration. The Train shall undergo a complete redesign at its new location. In addition, any obsolete engine or cars shall be replaced with similar engine or cars, as necessary. The "Figure 8" configuration of the tracks shall be changed to an elongated curvilinear configuration between Park Boulevard and the proposed future Zoo exhibit area. The redesign shall include new landscaping elements, signage, tunnels and bridges. It is recommended that elements of the original landscaping, for example signage, shall be incorporated into the new design where possible to provide a link to the original Miniature Train. The only element of the existing Miniature Train that may be incorporated in the new design is the existing train. The train shall be reassembled to look the same in the new location.

Precon Meeting

1. Historian and/or Architectural Historian Shall Attend Precon Meetings

At least thirty days prior to implementation of the MMRP, the applicant shall arrange a Precon Meeting that shall include the Historian and/or Architectural Historian, Construction Manager or Grading Contractor, Resident Engineer (RE), Building Inspector (BI) and MMC. In addition, the Historian and/or Architectural Historian shall attend any focused Precon Meetings at the request

of MMC to make comments and/or suggestions concerning the historical monitoring program with the construction manager and/or grading contractor.

2. *Submit Letter of Verification of Approval of DP*

A letter of verification that the DP has been approved by ERM shall be submitted to the RE or BI, as appropriate, at the first Precon Meeting and copy provided to MMC.

3. *Identify Areas to be Monitored*

At the Precon Meeting the Historian and/or Architectural Historian shall submit to MMC a copy of the site/grading plan (reduced to 11x17) that identifies the areas involved in the DP and TP as noted above.

4. *DP and TP Construction Schedule*

Prior to the start of any work, the Historian and/or Architectural Historian shall submit a construction schedule for implementation of the DP and TPs and will notify MMC of the start date.

During Construction

1. *Monitor Shall be Present During Implementation of TP*

The Historian and/or Architectural Historian shall be present during implementation of the TP. The qualified historian shall document activity via the Consultant Site Visit Record. This record shall be sent to the RE or BI every month. RE or BI will forward copies to MMC.

2. *Night Work*

a. If night work is included in the contract

   1. The extent and timing shall be presented and discussed at the Precon Meeting
   2. All work shall be recorded on the Consultant Site Visit Record and the RE or BI, as appropriate, will notify MMC of any unusual circumstances by 9 AM the following morning.
   3. MMC will coordinate with LDR staff, as appropriate.

b. If night work becomes necessary during the course of the project

   1. The qualified Historian and/or Architectural Historian shall notify the RE or BI, as appropriate a minimum of 24 hours before work is to begin.
   2. The RE or BI, as appropriate will notify MMC immediately.

c. All other procedures described above will apply, as appropriate.

Post Construction

1. *Final Results Report (Historic DP)*

After completion of the MMRP, the Final Results Report (FRP), including historic DP, shall be submitted to MMC for review by the ERM of LDR.

2. *Verification of Historic DP Distribution*

   Prior to release of the grading bond and/or issuance of any Building Permits or Certificate of Occupancy, the Historical Consultant shall provide verification to the ERM of LDR that copies of the historic DP have been distributed as indicated in Precon Meeting #4 above.

Historically Significant Landscaping

To reduce significant impacts to historically significant landscaping to below a level of significance, the project builder shall, prior to the City's first pre-construction meeting or the issuance of a building or grading permit, whichever is applicable, provide a letter of verification to the Environmental Review Manager of Land Development Review (LDR) stating that an Arborist, certified by the International Society of Arboriculture (ISA), has been retained to prepare the horticulture analysis for the proposed project. The horticultural analysis shall include a summary table and graphic indicating the location, height, trunk diameter, and type for all trees which will be removed, relocated or impacted by the proposed project. The horticultural analysis shall also delineate measures that will protect existing trees and provide recommendations for the relocation of significant trees. Under the supervision of the arborist, the project builder shall relocate and replant the significant trees in conformance with the Central Mesa Precise Plan Landscape Planting Guidelines and the horticultural analysis. If the relocated trees are placed within the National Historical Landmark boundary, then the replanting shall conform to the Secretary of the Interior's Guidelines for Historic Landscapes including the provision of a treatment plan for all trees to be replanted.

HYDROLOGY AND WATER QUALITY

To reduce potential short-term water quality impacts from sediment releases at the construction site and the discharge of storm water collected in excavated areas to below a level of significance, the project builder shall implement the following mitigation measures:

1. Prior to the City's first pre-construction meeting or issuance of a building or grading permit, whichever is applicable, the applicant shall submit two copies of the Water Quality Technical Report to the Environmental Review Manager of the Land Development Review Department for review and approval that identifies comprehensive permanent post-construction water quality best management practices (BMPs), consistent with those shown on the Grading Plan (Exhibit "A,") and as identified in the "Conceptual Drainage Plan and Water Quality Report" prepared by Nolte Associates (March 2003). The applicant shall ensure that BMPs are incorporated into the construction drawings to reduce the amount of pollutants (e.g., oil, grease, heavy metals) and sediments discharged from the site, satisfactory to the City Engineer. Equivalent alternative available technologies may be approved as BMPs by the City Engineer in lieu of, or in addition to, those shown on Exhibit "A." All permanent BMPs shall be maintained in accordance with the applicable manufacturer specifications. Spot checks may be made by the City Engineer to ensure that BMPs are being properly maintained.

2. Prior to City's first pre-construction meeting or issuance of a building or grading permit for the Zoo employee parking lot and associated access road, whichever is applicable, the Environmental Review Manager and City Engineer shall approve a detailed erosion/siltation control plan. This plan shall include, but shall not be limited to, the following applicable measures to protect downstream areas from sediment deposition during site grading and construction:
   - Diversion of uphill runoff around disturbed areas of the site.
   - Removal of sediment from surface runoff before it leaves the site with a sedimentation basin or similar structure for larger cleared areas such as the parking lot, and by silt fences for smaller cleared areas such as the access road.
   - Stabilization of cleared or graded slopes.
   - Prevention of tracking soil off site through use of a gravel strip or wash facilities at exit areas.
   - Protection or stabilization of stockpiled soils.
   - Continual inspection and maintenance of all specified BMPs through the duration of construction.
3. Prior to City's first pre-construction meeting or issuance of a building or grading permit for any project within the primary project area, whichever is applicable, the Environmental Review Manager and City Engineer shall approve a detailed erosion/siltation control plan. This plan shall include, but shall not be limited to, the following applicable measures to protect downstream areas from sediment deposition during site grading and construction:
   - Removal of sediment from surface runoff before it leaves the site by silt fences or other similar devices around the site perimeter.
   - Protection of all storm drain inlets onsite or downstream of the construction site to eliminate entry of sediment.
   - Diversion of runoff around the excavated area.
   - Prevention of tracking soil off site through use of a gravel strip or wash facilities at exit areas.
   - Protection or stabilization of stockpiled soils.
   - Continual inspection and maintenance of all specified BMPs through the duration of construction.
4. Prior to City's first pre-construction meeting or issuance of a building or grading permit for any project within the primary project area, whichever is applicable, construction plans indicating the proposed method of discharge of collected storm water shall be reviewed and approved by the City Engineer. Storm water collected in the excavated area of the construction site shall not be discharged to the storm sewer or offsite unless all practicable quantities of sediment have been

removed from the waters prior to discharge. Otherwise, the collected storm water shall be discharged to the sanitary sewer after consultation with and approval from the City Metropolitan Wastewater Department.

5. Prior to City's first pre-construction meeting or issuance of a building or grading permit, whichever is applicable, coverage under the SWRCB Statewide General Construction Storm Water Permit shall be obtained and demonstrated through submittal of the project's waste discharger identification number (WDID) to the City. All construction activities shall comply with the General Construction Storm Water Permit and coverage under the permit shall be maintained for the duration of construction for all construction activities. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared pursuant to the SWRCB Statewide General Construction Storm Water Permit and approved by the City's Storm Water Pollution Regulation Section. The SWPPP shall detail those applicable measures identified in mitigation measures **Hydrology/Water Quality 2** and **3**, as well as material and waste management programs during site grading and construction, water quality sampling and monitoring, and any other applicable measures required under the General Construction Storm Water Permit.

The project builder shall implement the following mitigation measure to reduce significant long-term water quality impacts from the discharge of heavy metals and hydrocarbons from the Zoo employee parking lot to below a level of significance.

6. Prior to the City's first pre-construction meeting or issuance of a building or grading permit for the proposed Zoo employee parking lot, construction plans detailing measures (BMPs) to reduce pollutants from entering runoff and to treat runoff originating from the parking lot prior to discharge, shall be reviewed and approved by appropriate City staff. The BMPs shall be focused on hydrocarbon, heavy metals, and trash and debris. The selection and application of BMPs shall be consistent with the City Storm Water Standards, Land Development Manual. Any selected treatment measures shall also be designed with a capacity to effectively treat runoff up to a determined volume or flow of runoff based on the City's Storm Water Standards Manual. In addition, the Zoo shall update its SWPPP to reflect the proposed BMPs.

   Based on the City's Storm Water Standards Manual, the proposed project shall include site design BMPs to the maximum extent practicable to minimize the introduction of pollutants and to control discharges, as well as source control BMPs including the following:

   - Storm drain stenciling and signage - All storm drain inlets and catch basins within the project area must be stenciled or labeled with prohibitive language and/or graphical icons to discourage illegal dumping.
   - Trash storage areas designed to reduce pollution introductions - All trash container areas shall meet the following requirements:
     1. Paved with an impervious surface, designed not to allow run-on from adjoining areas, screened or walled to prevent off-site transport or trash; and
     2. Provide attached lids on all trash containers that exclude rain, or roofing or awning to minimize direct precipitation.

- Use of efficient irrigation systems and landscape design - Timing and application methods of irrigation water shall be designed to minimize the runoff of excess irrigation water into the storm drain.
- The design of private roadway drainage shall use at least one of the following:
  1. Rural swale system: street sheet flows to vegetated swale or gravel shoulder, curbs at street corners, culverts under driveways and street crossings;
  2. Urban curb/swale system: street slopes to curb, periodic swale inlets drain to vegetated swale/biofilter;
  3. Dual drainage system: First flush captured in street catch basins and discharged to adjacent vegetated swale or gravel shoulder, high flows connect directly to storm drain; or
  4. Other methods that are comparable and equally effective within the project.
- Parking areas shall incorporated and implement the following BMPs where determined applicable and feasible:
  1. Where landscaping is proposed in parking areas, incorporate landscape areas into drainage design.
  2. Other design concepts that are comparable and equally effective.

As an example of treatment measures that could be implemented for the proposed project, the City's Storm Water Standards Manual describes seven general categories of treatment control BMPs: Biofilters, Detention Basins, Infiltration Basins, Wet Ponds or Wetlands, Drainage Inserts, Filtration, and Hydrodynamic Separator Systems. To select the appropriate BMP, the applicant shall select a single or combination of storm water BMPs from these categories which maximize pollutant removal for the particular pollutants of focus. The treatment BMPs shall be designed, constructed, and implemented, according to one of the following design standards:

1. Volume-based BMPs shall be designed to mitigate (infiltrate, filter, or treat) either:
   a. The volume of runoff produced from a 24-hour 85th percentile storm event, as determined from the local historical rainfall record; or
   b. The volume of runoff produced by the 85th percentile 24-hour runoff event, determined as a maximized capture runoff volume for the area, from the formula recommended in Urban Runoff Quality Management (WEF 1998); or
   c. The volume of annual runoff based on unit basin storage volume, to achieve 90 percent or more volume treatment by the method recommended in California Stormwater Best Management Practices Handbook - Industrial/Commercial (1993); or
   d. The volume of runoff, as determined from the local historical rainfall record that achieves approximately the same reduction in pollutant loads and flows as achieved by mitigation of the 85th percentile 24-hour runoff event.

2. Flow-based BMPs shall be designed to mitigate (infiltrate, filter, or treat) either:
   a. The maximum flow rate of runoff produced from a rainfall intensity of 0.2 inch of rainfall per hour for each hour of a storm event; or
   b. The maximum flow rate of runoff produced by the 85th percentile hourly rainfall intensity, as determined from the local historical rainfall record, multiplied by a factor of two, for each hour of a storm event; or
   c. The maximum flow rate of runoff, as determined from the local historical rainfall record, that achieves approximately the same reduction in pollutant loads and flows as achieved by mitigation of the 85th percentile hourly rainfall intensity multiplied by a factor of two, for each hour of a storm event.

The project builder shall implement the following mitigation measure to reduce significant long-term water quality impacts from the discharge of various pollutants from the primary project area to below a level of significance.

7. Prior to the City's first pre-construction meeting or issuance of a building or grading permit for any project within the primary project area, whichever is applicable, construction plans detailing measures to reduce pollutants from entering runoff and to treat runoff originating from the Park Boulevard Promenade, War Memorial Building Parking Lot and for the new Zoo exhibit area prior to discharge, shall be reviewed and approved by the City Engineer. The BMPs for the War Memorial Building Parking Lot shall be focused on hydrocarbons, heavy metals, and trash and debris. The BMPs for the new Zoo exhibit area shall be focused on bacteria, sediment, and trash and debris. The selection and application of BMPs shall be consistent with the City's Storm Water Standards Manual. Any selected treatment measures shall also be designed with a capacity to effectively treat runoff up to a determined volume or flow of runoff based on the City's SUSMP. In addition, the Zoo shall update its SWPPP to reflect the proposed BMPs. See mitigation measure **Hydrology/Water Quality - 6** for a detailed description of required BMPs and standards that apply to design of treatment BMPs as provided in the City's Storm Water Standards Manual.

To reduce significant long-term hydrology impacts associated with an increase in runoff volumes from the proposed Zoo employee-parking site to below a level of significance, the project builder shall implement the following mitigation measure:

8. Prior to the City's first pre-construction meeting or the issuance of a building or grading permit for the proposed Zoo employee parking lot, whichever is applicable, construction plans detailing detention basin design and function, and supporting hydrologic calculations, shall be reviewed and approved by the City Engineer to ensure that post construction discharges would not result in erosion or flooding.

RECREATIONAL RESOURCES

To reduce short-term construction-related significant impacts to recreational resources to below a level of significance, the project builder shall, prior to City's first pre-construction meeting or the

issuance of a building or grading permit, whichever is applicable, prepare a project-related construction parking management plan to the satisfaction of the City Engineer. The project-related construction parking management plan shall include:

a. Identification of available parking supply during construction.

b. Estimate parking needed in the project area.

c. Provide for offsite employee parking and provide shuttle service for employees to their place of work.

d. Provide for offsite visitor parking, if necessary, and a shuttle service to transport visitors to park use areas.

e. Provide information to the public and employees regarding transit availability, and general information concerning the parking management plan.

AESTHETICS/NEIGHBORHOOD CHARACTER

1. To reduce impacts to views of SR-163 to below a level of significance, the project applicant shall, prior to the City's first pre-construction meeting or the issuance of a building or grading permit, whichever is applicable, indicate on a site plan that the design of the proposed Zoo employee parking lot access road westerly fill slope incorporates contour grading and blending of slopes with existing topographic contours and revegetation of all slopes with native vegetation.
2. To reduce visual impacts associated with the easterly Zoo employee parking lot access road crib-style retaining wall to below a level of significance, the project applicant shall, prior to the City's first pre-construction meeting or the issuance of a building or grading permit, whichever is applicable, indicate on a site plan that the design of the proposed Zoo employee parking lot access road crib-style retaining walls incorporate landscaping that includes revegetation of adjacent disturbed areas in conformance with City standards.

PALEONTOLOGICAL RESOURCES

To reduce potential significant adverse impacts to paleontological resources to below a level of significance, the project builder shall, prior to the City's first pre-construction meeting, or the issuance of a building or grading permit, whichever is applicable, provide a letter of verification to the Environmental Review Manager of Land Development Review (LDR) stating that a qualified paleontologist has been retained to implement the monitoring program. A qualified paleontologist is defined as an individual with a Ph.D. or M.S. degree in paleontology or geology who is a recognized expert in the application of paleontological procedures and techniques such as screen washing of materials and identification of fossil deposits. The following conditions apply to the implementation of this mitigation measure:

Prior to Preconstruction (precon) meeting

1. *Land Development Review (LDR) Plan Check.*

   Prior to the issuance of a Notice to Proceed (NTP) or any permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, the Environmental Review Manager (ERM) of LDR shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.

2. *Letters of Qualification have been Submitted to ERM.*

   Prior to the recordation of the first final map, NTP, and/or, including but not limited to, issuance of a Grading Permit, Demolition Permit or Building Permit, the applicant shall provide a letter of verification to the ERM of LDR stating that a qualified Archaeologist, as defined in the City of San Diego Paleontological Guidelines, has been retained to implement the monitoring program.

3. *Second Letter Containing Names of Monitors has been sent to Mitigation Monitoring Coordination (MMC).*

   a. At least thirty days prior to the Precon Meeting, a second letter shall be submitted to MMC which shall include the name of the Principal Investigator (PI) and the names of all persons involved in the Paleontological Monitoring of the project.

   b. MMC will provide Plan Check with a copy of both the first and second letter.

4. *Records Search Prior to Precon Meeting.*

   At least thirty days prior to the Precon meeting, the qualified Paleontologist shall verify that a records search has been completed, and updated as necessary, and be prepared to introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. Verification includes, but is not limited to, a copy of a confirmation letter from the San Diego Natural History Museum, other institution, or, if the record search was in-house, a letter of verification from the PI stating that the search was completed.

Precon Meeting

1. *Monitor Shall Attend Precon Meetings.*

   a. Prior to beginning of any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the Paleontologist, Construction Manager and/or Grading Contractor, Resident Engineer (RE), Building inspector (BI), and MMC. The qualified Paleontologist shall attend any grading related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring Program with the Construction Manager and/or Grading Contractor.

   b. If the Monitor is not able to attend the Precon Meeting, the RE, or BI as appropriate, will schedule a focused Precon Meeting for MMC, Monitors, Construction Manager and appropriate Contractor's representatives to meet and review the job on-site prior to start of any work that requires monitoring.

2. *Identify Areas to be Monitored.*

At the Precon Meeting, the Paleontologist shall submit to MMC a copy of the site/grading plan (reduced to 11x17) that identifies areas to be monitored.

3. *When Monitoring Will Occur.*

Prior to the start of work, the Paleontologist also shall submit a construction schedule to MMC through the RE, or BI, as appropriate, indicating when and where monitoring is to begin and shall notify MMC of the start date for monitoring.

During Construction

1. Monitor Shall be Present During Grading/Excavation

The qualified Paleontologist shall be present full-time during the initial cutting of previously undisturbed formations with high and moderate resource sensitivity, and shall document activity via the Consultant Site Visit Record (form). This record shall be faxed to the RE, or BI as appropriate, and MMC each month.

2. Discoveries

a. Minor Paleontological Discovery. In the event of a minor Paleontological discovery (small pieces of broken common shell fragments or other scattered common fossils) the Paleontologist shall notify the RE, or BI as appropriate, that a minor discovery has been made. The determination of significance shall be at the discretion of the qualified Paleontologist. The Paleontologist will continue to monitor the area and immediately notify the RE, or BI as appropriate, if a potential significant discovery emerges.

b. Significant Paleontological Discovery. In the event of a significant Paleontological discovery, and when requested by the Paleontologist, the city RE, or BI as appropriate, shall be notified and shall divert, direct, or temporarily halt construction activities in the area of discovery to allow recovery of fossil remains. The determination of significance shall be at the discretion of the qualified Paleontologist. The Paleontologist with Principal Investigator (PI) level evaluation responsibilities shall also immediately notify MMC staff of such finding at the time of discovery. MMC staff will coordinate with appropriate LDR staff.

3. Night Work

a. If night work is included in the contract

(1) When night work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.

(2) The following procedures shall be followed:

(a) No Discoveries. In the event that nothing was found during the night work, The PI will record the information on the Site Visit Record Form.

(b) Minor Discoveries. All Minor Discoveries will be processed and documented using the existing procedures under During Construction 2.a, with the exception that the RE will contact MMC by 9 A.M. the following morning.

(c) Potentially Significant Discoveries. If the PI determines that a potentially significant discovery has been made, the procedures under During Construction 2.b, will be followed, with the exception that the RE will contact MMC by 8 A.M. the following morning to report and discuss the findings.

b. If night work becomes necessary during the course of construction

(1) The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.

(2) The RE, or BI, as appropriate, will notify MMC immediately.

c. All other procedures described above will apply, as appropriate.

4. Notification of Completion.

The Paleontologist shall notify MMC and the RE, or BI as appropriate, of the end date of monitoring.

Post Construction

The Paleontologist shall be responsible for preparation of fossils to a point of curation as defined by the City of San Diego Paleontological Guidelines.

1. Submit Letter of Acceptance from Local Qualified Curation Facility.

The Paleontologist shall be responsible for submittal of a letter of acceptance to ERM of LDR from a local qualified curation facility. A copy of this letter shall be forwarded to MMC.

2. If Fossil Collection is not Accepted, Contact LDR for Alternatives.

If the fossil collection is not accepted by a local qualified curation facility for reasons other than inadequate preparation of specimens, the project Paleontologist shall contact LDR, to suggest an alternative disposition of the collection. MMC shall be notified in writing of the situation and resolution.

3. Recording Sites with San Diego Natural History Museum

The Paleontologist shall be responsible for the recordation of any discovered fossil sites at the San Diego Natural History Museum.

4. Final Results Report.

Prior to the release of the grading bond, two copies of the Final Results Report, even if negative, describing the results, analysis, and conclusions of the above Paleontological Monitoring Program (with appropriate graphics) shall be submitted to MMC for approval by the ERM of LDR. MMC shall notify the RE or BI, as appropriate, of receipt of the Final Results Report.

UTILITIES

To reduce significant impacts on sewer conveyance pipe capacity to below a level of significance, the project builder shall, prior to the City's first pre-construction meeting or the issuance of a building or grading permit, whichever is applicable, implement the design of an equalization tank or

series of tanks within the zoological gardens to the satisfaction of the City Engineer. This facility shall be designed to detain the first 24 hours of storm water from primate exhibit areas during a major storm event to prevent overloading the existing trunk sewer. These facilities would be implemented as part of development of the new zoological gardens.

NOISE

To reduce impacts associated with the relocation of the Carousel closer to Spanish Village to below a level of significance, the project builder shall implement the following mitigation measures:

1. Prior to the City's first pre-construction meeting or issuance of a building or grading permit, whichever is applicable, the project builder shall replace the existing cupola speaker on the Carousel roof with a directional speaker system that faces away from Spanish Village. This mitigation measure would reduce noise propagation from the Carousel roof into the courtyard of Spanish Village when the cupola speaker is in operation.
2. Prior to the City's first pre-construction meeting or issuance of a building or grading permit, whichever is applicable, a relocation and reconstruction plan shall be provided to the ERM of LDR that illustrates the position of the Carousel such that the open sides face away from Spanish Village. This plan shall be implemented as part of the relocation and reconstruction of this resource. With implementation of this mitigation measure, the net reduction in Carousel noise levels at Spanish Village would be 2 dB. This is because the 14 dB increase resulting from the reduced setback distance would be offset by the 16 dB decrease from the repositioning of the Carousel's open sides away from Spanish Village.
3. Subsequent (within three months) to relocation, reconstruction and operation of the Carousel, a noise study shall be performed to determine noise levels in Spanish Village after the replacement of the existing cupola speaker with a directional speaker system. The results of this subsequent noise study shall be submitted to the Environmental Review Manager and be used to make any necessary adjustments to the directional speaker system in order to ensure that the noise levels on Spanish Village from the speaker system do not exceed existing Carousel noise levels at Spanish Village (those measured for this EIR noise study). This subsequent study will identify remedial measures pertaining only to the cupola speakers' directionality and volume, if necessary, to achieve the existing Carousel noise levels at Spanish Village.

AIR QUALITY

To reduce significant air quality impacts from project construction PM_{10} emissions to below a level of significance, the project builder shall, prior to the City's first pre-construction meeting, or the issuance of a building or grading permit, whichever is applicable, identify the following mitigation measures on the appropriate grading plans which shall be implemented during all phases of construction for the proposed project:

1. All sites with active grading, dozing, or excavating shall be watered at least twice daily or as necessary to increase soil moisture content.

2. All active unpaved haul roads shall be watered at least twice daily
3. Wheel washers shall be installed or the wheels of each haul truck shall be hand washed as the trucks leave the unpaved roads of the construction site and enter the paved road system.
4. Paved streets shall be swept (wet sweep with reclaimed water preferred) as necessary to remove visible soil material carried onto the paved streets from the adjacent unpaved construction sites.

#331

ATTACHMENT 01

000189

CLERK'S FILE COPY

(R-2004-1020)

RESOLUTION NUMBER R- 299084

ADOPTED ON APR 13 2004

WHEREAS, the Zoological Society of San Diego [the Zoological Society] requested an amendment to the Balboa Park Master Plan, Central Mesa Precise Plan, and Progress Guide and General Plan for the purpose of implementing the Park Boulevard Promenade Project [the Project]; and

WHEREAS, the Project site includes the current Zoological Society leasehold premises and certain property within the Central Mesa Precise Plan area, as described on attached Exhibit "A"; and

WHEREAS, City Council Policy 600-7 provides that public hearings to consider revisions to the Progress Guide and General Plan for the City of San Diego may be scheduled concurrently with public hearings on proposed community plans in order to retain consistency between said plans and the Planning Commission has held such concurrent public hearings; and

WHEREAS, the Planning Commission of the City of San Diego found the proposed amendments to the Balboa Park Master Plan and Central Mesa Precise Plan consistent with the Progress Guide and General Plan; and

WHEREAS, the City has undertaken a Balboa Park Land Use, Circulation and Parking [the Study] which affects property proposed for inclusion in the Project area; and

WHEREAS, the Project includes proposed construction of an employee parking lot within the Zoological Society's current leasehold [the Employee Parking Lot] which does not require a plan amendment; and

WHEREAS, the Project cannot be undertaken, except for the Employee Parking Lot, until the Study is complete and a related park-wide financing plan is approved; and

WHEREAS, on April 13, 2004, the City Council of the City of San Diego held a public hearing for the purpose of considering amendments to the Balboa Park Master Plan, Central Mesa Precise Plan, and the Progress and Guide and General Plan; and

WHEREAS, the Council of the City of San Diego has considered all maps, exhibits, and written documents contained in the file for the Project on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that it adopts the amendments to the Balboa Park Master Plan, attached hereto, a copy of which is on file in the office of the City Clerk as Document No. RR-299084-1, and to the Central Mesa Precise Plan attached hereto, a copy of which is on file in the office of the City Clerk as Document No. RR-299084-2, with the following modifications:

Parking Structure Size - The size of the proposed underground parking garage shall be within the range of 3,200 to 4,800 parking spaces. The final number of parking spaces will be based upon the results of the Study and the park-wide financing plan.

BE IT FURTHER RESOLVED, that the Council adopts the amendment to the Progress Guide and General Plan for the City of San Diego to incorporate the above amended plans.

BE IT FURTHER RESOLVED, that the Plan Amendments will not become effective until the Study, park-wide financing plan, and any necessary lease amendments for implementation of the Project have been approved by City Council.

BE IT FURTHER RESOLVED, that the City Manager may not commence discussions or negotiations with the Zoological Society on lease amendments to implement the Project, except for the employee Parking Lot, until the Study is completed and a related financing plan is approved by City Council.

BE IT FURTHER RESOLVED, that the City Manager is directed to prepare updated complete copies of the Balboa Park Master Plan and the Central Mesa Precise Plan as amended which shall be kept on file in the office of the City Clerk as Document Nos. RR-299084-1 and RR-299084-2 respectively.

APPROVED: CASEY GWINN, City Attorney

By _____
Prescilla Dugard
Deputy City Attorney

PD:dm:cdk
03/29/04
Or.Dept:Dev.Svcs.
R-2004-1020

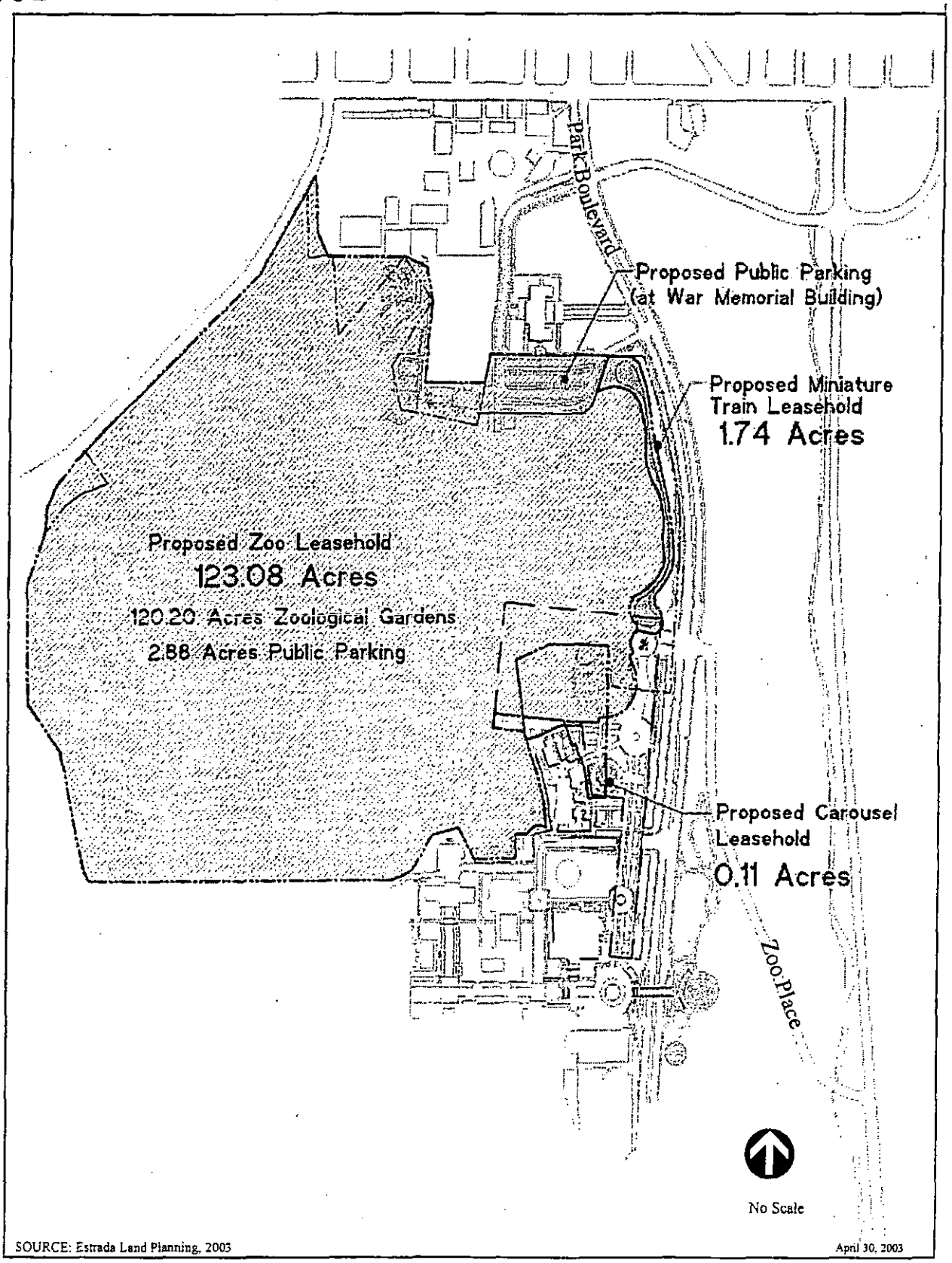


EXHIBIT A - PARK BOULEVARD PROMENADE PROJECT AREA BOUNDARIES

(R-2004-1092)
(COR.COPY)

RESOLUTION NUMBER R-299085

ADOPTED ON APRIL 13, 2004

WHEREAS, the Zoological Society of San Diego, Permittee, filed an application with the City of San Diego for a Site Development Permit [SDP 48083] to construct the Park Boulevard Promenade Project, located west of Park Boulevard in the Central Mesa Precise Plan area of Balboa Park; and

WHEREAS, on January 15, 2004, the Planning Commission of the City of San Diego considered SDP 48083 and voted to recommend City Council approval of the permit; and

WHEREAS, the matter was set for public hearing on April 13, 2004, testimony having been heard, evidence having been submitted, and the City Council having fully considered the matter and being fully advised concerning the same; NOW, THEREFORE,

BE IT RESOLVED, by the City Council of the City of San Diego, that it adopts the following findings with respect to SDP 48083:

A. SITE DEVELOPMENT PERMIT.

1. The Proposed Development Will Not Adversely Affect The Applicable Land Use Plan. The proposed Park Boulevard Promenade Project [Project] is located near the center of Balboa Park [Park] and lies within and is subject to the Balboa Park Master Plan [Master Plan] and the Central Mesa Precise Plan [Precise Plan]. With the adoption of the proposed amendments to the Master Plan and Precise Plan, the Project would not result in a land use which is inconsistent with the adopted plan designations for the site or conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project.

The Project is consistent with the goals, policies and recommendations set forth in the Master Plan and the Precise Plan including: (i) improving internal circulation, avoiding automobile and pedestrian conflicts and creating a pedestrian-oriented environment; (ii) preserving and

increasing free and open parkland; (iii) preserving and expanding recreational opportunities in the Park; and (iv) preserving and protecting historical resources in the Park.

The Project would not result in a conflict with applicable goals, policies, and recommendations relating to circulation movements, including impacts on existing vehicular access and internal circulation, pedestrian circulation and public transit within the Park. Project-related alterations to the internal circulation of the Park would be consistent with the Master Plan goals of making the Park a more pedestrian-orientated environment, reducing automobile and pedestrian conflicts, and minimizing through traffic. The Project would also be consistent with the Precise Plan with regard to the goals for pedestrian circulation and would improve the pedestrian connection on the west side of Park Boulevard through the provision of greenbelt and meandering walkway. The Project would increase transit accessibility to the Park by accommodating alternative transportation at the transportation center in the parking structure.

With respect to free and open parkland, the Project would not result in a conflict with the goals, policies, and recommendations of the Master Plan or Precise Plan. The Project would result in a net increase of free and open parkland and would not affect accessibility to other adjacent open public parkland. Consequently, the Project would be consistent with the Master Plan goal of preserving, enhancing, and increasing free and open parkland.

With respect to recreational resources, the Project would not result in a conflict with the goals, policies, and recommendations of the Master Plan or Precise Plan. The Project includes the development of numerous recreational resources, including: the Zoo, Miniature Train, Carousel, new Park Boulevard greenbelt, and useable public open space, such as lawns and plazas, which would be consistent with the Master Plan goal of preserving and enhancing active and passive recreational uses in the Park.

With respect to historical resources, the Project would not result in significant impacts to the National Historic Landmark [NHL] buildings and structures. The proposed project does not propose any changes to NHL properties save to implement reopening former entrances into Spanish Village - recommendations already in the Precise Plan. A portion of the proposed promenade and the western terminus of the relocated pedestrian bridge would be located within the NHL. However, there would be no direct or indirect impacts, because the design, feeling, setting, and location of the proposed promenade would conform to the National Park Service guidelines for new construction within national historic landmarks and the U.S. Secretary of Interior's Standards for the Treatment of Historic Properties, Standards for Rehabilitation. The Project would affect two historic resources - the Carousel and Miniature Train, and would have the potential to result in a significant impact to these historical resources. However, such impacts are mitigated to below a level of significance through implementation of required mitigation measures called for in the EIR and through compliance with the City's Historical Resources Regulations. Consequently, the Project is consistent with the Master Plan policy of preserving, maintaining, and enhancing contributing elements to the local and national historic resources.

Therefore, the Project would not result in a conflict with or adversely impact the relevant goals, policies, and recommendations of the Master Plan and Precise Plan.

2. **The Proposed Development Will Not Be Detrimental To The Public Health, Safety, and Welfare.** The effect of the Project is to improve vehicular and pedestrian circulation and access to the Park and to enhance recreational resources in the Park. The Project will improve public health and safety by improving internal circulation in the Park, reducing automobile and pedestrian conflicts, improving vehicular access and improving public transit in the Park. According to the City's Police and Fire Departments, current police and fire protection in the Park area would be adequate to serve the Project, and no additional police or fire services would be required. Therefore, no significant impact to public services would occur from the Project. In addition, all Uniform Building, Fire, Plumbing, Electrical and Mechanical Codes and City, state and federal regulations governing the construction and continued operation of development apply to this Project to prevent adverse effects to those persons or properties in the vicinity.

Therefore, the Project and proposed development will not be detrimental to the public health, safety, and welfare.

3. **The Proposed Development Will Comply With The Applicable Regulations Of The Land Development Code.** The Project will comply with all applicable regulations of the Land Development Code, including the Historical Resources Regulations. The Historical Resources Regulations would apply to the relocation of the Carousel and the Miniature Train, as well as the portions of the proposed project located within the designated National Historic Landmark. As described in Section 143.0251(c) of the Historical Resources Regulations, development affecting designated historical resources or historical districts shall, as a condition of the Project approval, provide full mitigation for the impact to the resource, in accordance with the Historical Resources Guidelines of the Land Development Code. As stated above, all potential impacts to historical resources are mitigated to below a level of significance through implementation of required mitigation measures, which are required as conditions of approval for the Project. Moreover, the existing and proposed uses are consistent with the Land Development Code provisions pertaining to publicly dedicated parkland which is designated as an Open Space–Park [OP] zone. The operation of zoological gardens (as a primary use) and public parking facilities (as an accessory or incidental use) are allowable uses within the OP zone designation. Finally, although there are no specific standards set forth in the Land Development Code with respect to land designated as an OP zone, the Project incorporates height, building scale, and setback requirements.

Therefore, the Project and proposed development will comply with the applicable regulations of the Land Development Code.

B. SUPPLEMENTAL SITE DEVELOPMENT PERMIT FINDINGS FOR RELOCATION OF DESIGNATED HISTORICAL RESOURCES – LDC SECTION 126.0504(h).

1. There Are No Feasible Measures, Including Maintaining The Resource On Site, That Further Minimize The Potential Adverse Affects On Historical Resources. There are no feasible measures that can further minimize the potential adverse affects on the Carousel and Miniature Train through their relocation. Relocating the resources would, in fact, result in their complete documentation, repair, and restoration through implementation of the required Mitigation, Monitoring and Reporting Program. Maintaining the resources on site would significantly reduce the ability of the Project to provide the number of parking spaces required as a result of the conversion of the existing zoo parking lot to exhibit space and access/egress to the parking garage could not be taken at the Park Boulevard/Zoo Place intersection. This would have other potential transportation, circulation and land use conflicts with the existing Balboa Park Master Plan. Alternative parking garage locations analyzed in the Environmental Impact Report were found to be unreasonable and/or infeasible because of the potential adverse impacts to transportation/circulation, land use conflicts, and other historic resources such as the War Memorial Building.

2. The Proposed Relocation Will Not Destroy The Historical, Cultural, Or Architectural Values Of The Historical Resource, And The Relocation Is Part Of A Definitive Series Of Actions That Will Assure The Preservation Of The Designated Historical Resources. The Carousel and the Miniature Train are locally designated historic resources but are not within, nor do they contribute to, the National Historic Landmark status of the Park, and, they would not be relocated within the existing NHL boundary. Neither resource was built nor installed in the Park within the period of significance of the Landmark. Thus, relocating the Carousel and Miniature Train would not diminish the overall historic character of the Park.

Relocating the Carousel and Miniature Train would result in their complete documentation, report, and restoration through implementation of the required Mitigation, Monitoring and Reporting Program. Thus their relocation will result in a series of actions that will assure the preservation of the resources.

The relocation will not destroy the historical, cultural, or architectural values of the Carousel and Miniature Train. Carousels are designed to be moved and this one has already been relocated at least three times. With regard to a property that is designed to move or has been frequently moved during its historic use, the National Park Service recommends that the property must be located in a historically appropriate setting, retaining its integrity of setting, design, feeling, and association.

The Carousel would be moved approximately 300 feet southwest, adjacent to the Spanish Village. The proposed new location would enhance the setting, design, feeling, and association within Balboa Park by providing a more formally landscaped environment for the ride. The Carousel would remain in the same general location within Balboa Park that has been familiar to San Diegans for the last 80 years. The new location would be somewhat more intimate with closer proximity to landscaping and the exterior facade of Spanish Village than currently exists.

This would change the ability to view the barn at a distance, but the setting to the enclosed Carousel itself would not change. It would also become a more integral part of the Balboa Park experience by its proximity to the major pedestrian access way that would be the proposed Park Boulevard Promenade. The experience of the ride would change little because the Carousel operates within the barn-like structure. The Carousel and ticket booth would be preserved in the same orientation to each other in their new locations as in their existing location. Although the outer housing has been modified in the past, the current appearance of the outer housing would also be reproduced in the new location. The integrity of setting, design, feeling, and association would be retained at the new location.

With regards to the miniature train, the project would move the train to the north of Zoo Place along the west side of Park Boulevard. Relocation would have an impact on the location, setting, and feeling of the resource. However, the integrity of the train's design, setting, and feeling has been altered over time with changes to the alignment, landscaping, physical appearance and hardware. Project mitigation includes; landscaping at the new location to approximate the park-line feeling and setting; documentation of the existing layout, landscaping plan and appearance; signage, incorporation of original ride elements into the new location design including a tunnel and viewing opportunities to watch and photograph passengers. With these mitigation measures, the new location of the train will have a similar design, setting and feeling as the historic location. The train will also continue its historical function of providing an active recreational amenity within Balboa Park.

3. **There Are Special Circumstances Or Conditions Apart From The Existence Of Historical Resources, Applying To The Land That Are Peculiar To The Land And Are Not Of The Applicant's Making, Whereby The Strict Application Of The Provisions Of The Historical Resources Regulations Would Deprive The Property Owner Of Reasonable Use Of The Land.** The special circumstance that applies in this instance is that the Project is located on public land in the city's most significant and historic park where any determination of reasonable use of the land is a public policy issue undertaken by the City Council with full knowledge and public disclosure of the issues, trade-offs, necessary regulations, mitigation measures and protection of public resources. Because the Zoological Society wishes to expand the area that is used for exhibiting animals by converting the majority of the existing zoo parking lot (their lease area) into exhibit space, the City must address the parking needs of both the Zoo and other park institutions. To address these needs, the City Council must approve amendments to the Balboa Park Master Plan and Central Mesa Precise Plan in order to provide the appropriate policy guidance as to how this replacement parking is to be sited, designed, and developed.

There is limited land available in Balboa Park and these alternatives available for locating replacement parking given the existing public policy restrictions on development within the park.

Constructing the Park Boulevard Promenade, Project, as proposed, addresses other existing goals and recommendations of the Master and Precise Plans such as: providing a better pedestrian linkage between the Zoo entrance and the Prado; reducing traffic/pedestrian conflicts.

The public nature of the Park, the nature and restrictions on citing development in the Park and lease arrangements within the Park are special circumstances applying to the land which are not of the applicant's making. Not allowing the relocation of the two locally designated historic

resources further forecloses the options and alternatives available to the City Council to address a major public policy issue.

The above findings are supported by the minutes, maps and exhibits, all of which are herein incorporated by reference.

BE IT FURTHER RESOLVED, that the recommendation of the Planning Commission is sustained, and Site Development Permit No. 48083 is granted to the Zoological Society of San Diego, Permittee, under the terms and conditions set forth in the attached permit which is made a part of this resolution.

APPROVED: CASEY GWINN, City Attorney

By _____
Prescilla Dugard
Deputy City Attorney

PD:dm
06/04/04
12/07/04 COR.COPY
Or.Dept:Dev.Svcs.
R-2004-1092

Passed and adopted by the Council of The City of San Diego on APR 1 3 2004 ATTACHMENT 01
by the following vote:

000199

Council Members	Yeas	Nays	Not Present	Ineligible
Scott Peters	☑	☐	☐	☐
Michael Zucchet	☑	☐	☐	☐
Toni Atkins	☑	☐	☐	☐
Charles L. Lewis	☑	☐	☐	☐
Brian Maienschein	☑	☐	☐	☐
Donna Frye	☑	☐	☐	☐
Jim Madaffer	☑	☐	☐	☐
Ralph Inzunza	☑	☐	☐	☐
Mayor Dick Murphy	☑	☐	☐	☐

AUTHENTICATED BY:

DICK MURPHY
Mayor of The City of San Diego, California.

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

(Seal)

By Maxwell E. Ketchum, Deputy.

Office of the City Clerk, San Diego, California

Resolution Number R- 299085 Adopted APR 1 3 2004

This information is available in alternative formats upon request.

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(R-2004-1092)

RESOLUTION NUMBER R-299085

ADOPTED ON APRIL 13, 2004

WHEREAS, the San Diego Zoological Society of San Diego, Permittee, filed an application with the City of San Diego for a Site Development Permit [SDP 48083] to construct the Park Boulevard Promenade Project, located west of Park Boulevard in the Central Mesa Precise Plan area of Balboa Park; and

WHEREAS, on January 15, 2004, the Planning Commission of the City of San Diego considered SDP 48083 and voted to recommend City Council approval of the permit; and

WHEREAS, the matter was set for public hearing on April 13, 2004, testimony having been heard, evidence having been submitted, and the City Council having fully considered the matter and being fully advised concerning the same; NOW, THEREFORE,

BE IT RESOLVED, by the City Council of the City of San Diego, that it adopts the following findings with respect to SDP 48083:

A. SITE DEVELOPMENT PERMIT.

1. **The Proposed Development Will Not Adversely Affect The Applicable Land Use Plan.** The proposed Park Boulevard Promenade Project [Project] is located near the center of Balboa Park [Park] and lies within and is subject to the Balboa Park Master Plan [Master Plan] and the Central Mesa Precise Plan [Precise Plan]. With the adoption of the proposed amendments to the Master Plan and Precise Plan, the Project would not result in a land use which is inconsistent with the adopted plan designations for the site or conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project.

The Project is consistent with the goals, policies and recommendations set forth in the Master Plan and the Precise Plan including: (i) improving internal circulation, avoiding automobile and pedestrian conflicts and creating a pedestrian-oriented environment; (ii) preserving and increasing free and open parkland; (iii) preserving and expanding recreational opportunities in the Park; and (iv) preserving and protecting historical resources in the Park.

The Project would not result in a conflict with applicable goals, policies, and recommendations relating to circulation movements, including impacts on existing vehicular access and internal circulation, pedestrian circulation and public transit within the Park. Project-related alterations to the internal circulation of the Park would be consistent with the Master Plan goals of making the Park a more pedestrian-orientated environment, reducing automobile and pedestrian conflicts, and minimizing through traffic. The Project would also be consistent with the Precise Plan with regard to the goals for pedestrian circulation and would improve the pedestrian connection on the west side of Park Boulevard through the provision of greenbelt and meandering walkway. The Project would increase transit accessibility to the Park by accommodating alternative transportation at the transportation center in the parking structure.

With respect to free and open parkland, the Project would not result in a conflict with the goals, policies, and recommendations of the Master Plan or Precise Plan. The Project would result in a net increase of free and open parkland and would not affect accessibility to other adjacent open public parkland. Consequently, the Project would be consistent with the Master Plan goal of preserving, enhancing, and increasing free and open parkland.

With respect to recreational resources, the Project would not result in a conflict with the goals, policies, and recommendations of the Master Plan or Precise Plan. The Project includes the development of numerous recreational resources, including: the Zoo, Miniature Train, Carousel, new Park Boulevard greenbelt, and useable public open space, such as lawns and plazas, which would be consistent with the Master Plan goal of preserving and enhancing active and passive recreational uses in the Park.

With respect to historical resources, the Project would not result in significant impacts to the National Historic Landmark [NHL] buildings and structures. The proposed project does not propose any changes to NHL properties save to implement reopening former entrances into Spanish Village - recommendations already in the Precise Plan. A portion of the proposed promenade and the western terminus of the relocated pedestrian bridge would be located within the NHL. However, there would be no direct or indirect impacts, because the design, feeling, setting, and location of the proposed promenade would conform to the National Park Service guidelines for new construction within national historic landmarks and the U.S. Secretary of Interior's Standards for the Treatment of Historic Properties, Standards for Rehabilitation. The Project would affect two historic resources - the Carousel and Miniature Train, and would have the potential to result in a significant impact to these historical resources. However, such impacts are mitigated to below a level of significance through implementation of required mitigation measures called for in the EIR and through compliance with the City's Historical Resources Regulations. Consequently, the Project is consistent with the Master Plan policy of preserving, maintaining, and enhancing contributing elements to the local and national historic resources.

Therefore, the Project would not result in a conflict with or adversely impact the relevant goals, policies, and recommendations of the Master Plan and Precise Plan.

ORIGINAL

2. **The Proposed Development Will Not Be Detrimental To The Public Health, Safety, and Welfare.** The effect of the Project is to improve vehicular and pedestrian circulation and access to the Park and to enhance recreational resources in the Park. The Project will improve public health and safety by improving internal circulation in the Park, reducing automobile and pedestrian conflicts, improving vehicular access and improving public transit in the Park. According to the City's Police and Fire Departments, current police and fire protection in the Park area would be adequate to serve the Project, and no additional police or fire services would be required. Therefore, no significant impact to public services would occur from the Project. In addition, all Uniform Building, Fire, Plumbing, Electrical and Mechanical Codes and City, state and federal regulations governing the construction and continued operation of development apply to this Project to prevent adverse effects to those persons or properties in the vicinity.

Therefore, the Project and proposed development will not be detrimental to the public health, safety, and welfare.

3. **The Proposed Development Will Comply With The Applicable Regulations Of The Land Development Code.** The Project will comply with all applicable regulations of the Land Development Code, including the Historical Resources Regulations. The Historical Resources Regulations would apply to the relocation of the Carousel and the Miniature Train, as well as the portions of the proposed project located within the designated National Historic Landmark. As described in Section 143.0251(c) of the Historical Resources Regulations, development affecting designated historical resources or historical districts shall, as a condition of the Project approval, provide full mitigation for the impact to the resource, in accordance with the Historical Resources Guidelines of the Land Development Code. As stated above, all potential impacts to historical resources are mitigated to below a level of significance through implementation of required mitigation measures, which are required as conditions of approval for the Project. Moreover, the existing and proposed uses are consistent with the Land Development Code provisions pertaining to publicly dedicated parkland which is designated as an Open Space–Park [OP] zone. The operation of zoological gardens (as a primary use) and public parking facilities (as an accessory or incidental use) are allowable uses within the OP zone designation. Finally, although there are no specific standards set forth in the Land Development Code with respect to land designated as an OP zone, the Project incorporates height, building scale, and setback requirements.

Therefore, the Project and proposed development will comply with the applicable regulations of the Land Development Code.

B. SUPPLEMENTAL SITE DEVELOPMENT PERMIT FINDINGS FOR RELOCATION OF DESIGNATED HISTORICAL RESOURCES – LDC SECTION 126.0504(h).

1. **There Are No Feasible Measures, Including Maintaining The Resource On Site, That Further Minimize The Potential Adverse Affects On Historical Resources.** There are no feasible measures that can further minimize the potential adverse affects on the Carousel and Miniature Train through their relocation. Relocating the resources would, in fact, result in their complete documentation, repair, and restoration through implementation of the required Mitigation, Monitoring and Reporting Program. Maintaining the resources on site would significantly reduce the ability of the Project to provide the number of parking spaces required as a result of the conversion of the existing zoo parking lot to exhibit space and access/egress to the parking garage could not be taken at the Park Boulevard/Zoo Place intersection. This would have other potential transportation, circulation and land use conflicts with the existing Balboa Park Master Plan. Alternative parking garage locations analyzed in the Environmental Impact Report were found to be unreasonable and/or infeasible because of the potential adverse impacts to transportation/circulation, land use conflicts, and other historic resources such as the War Memorial Building.

2. **The Proposed Relocation Will Not Destroy The Historical, Cultural, Or Architectural Values Of The Historical Resource, And The Relocation Is Part Of A Definitive Series Of Actions That Will Assure The Preservation Of The Designated Historical Resources.** The Carousel and the Miniature Train are locally designated historic resources but are not within, nor do they contribute to, the National Historic Landmark status of the Park, and, they would not be relocated within the existing NHL boundary. Neither resource was built nor installed in the Park within the period of significance of the Landmark. Thus, relocating the Carousel and Miniature Train would not diminish the overall historic character of the Park.

Relocating the Carousel and Miniature Train would result in their complete documentation, report, and restoration through implementation of the required Mitigation, Monitoring and Reporting Program. Thus their relocation will result in a series of actions that will assure the preservation of the resources.

The relocation will not destroy the historical, cultural, or architectural values of the Carousel and Miniature Train. Carousels are designed to be moved and this one has already been relocated at least three times. With regard to a property that is designed to move or has been frequently moved during its historic use, the National Park Service recommends that the property must be located in a historically appropriate setting, retaining its integrity of setting, design, feeling, and association.

The Carousel would be moved approximately 300 feet southwest, adjacent to the Spanish Village. The proposed new location would enhance the setting, design, feeling, and association within Balboa Park by providing a more formally landscaped environment for the ride. The Carousel would remain in the same general location within Balboa Park that has been familiar to San Diegans for the last 80 years. The new location would be somewhat more intimate with closer proximity to landscaping and the exterior facade of Spanish Village than currently exists.

This would change the ability to view the barn at a distance, but the setting to the enclosed Carousel itself would not change. It would also become a more integral part of the Balboa Park experience by its proximity to the major pedestrian access way that would be the proposed Park Boulevard Promenade. The experience of the ride would change little because the Carousel operates within the barn-like structure. The Carousel and ticket booth would be preserved in the same orientation to each other in their new locations as in their existing location. Although the outer housing has been modified in the past, the current appearance of the outer housing would also be reproduced in the new location. The integrity of setting, design, feeling, and association would be retained at the new location.

With regards to the miniature train, the project would move the train to the north of Zoo Place along the west side of Park Boulevard. Relocation would have an impact on the location, setting, and feeling of the resource. However, the integrity of the train's design, setting, and feeling has been altered over time with changes to the alignment, landscaping, physical appearance and hardware. Project mitigation includes; landscaping at the new location to approximate the park-line feeling and setting; documentation of the existing layout, landscaping plan and appearance; signage, incorporation of original ride elements into the new location design including a tunnel and viewing opportunities to watch and photograph passengers. With these mitigation measures, the new location of the train will have a similar design, setting and feeling as the historic location. The train will also continue its historical function of providing an active recreational amenity within Balboa Park.

3. **There Are Special Circumstances Or Conditions Apart From The Existence Of Historical Resources, Applying To The Land That Are Peculiar To The Land And Are Not Of The Applicant's Making, Whereby The Strict Application Of The Provisions Of The Historical Resources Regulations Would Deprive The Property Owner Of Reasonable Use Of The Land.** The special circumstance that applies in this instance is that the Project is located on public land in the city's most significant and historic park where any determination of reasonable use of the land is a public policy issue undertaken by the City Council with full knowledge and public disclosure of the issues, trade-offs, necessary regulations, mitigation measures and protection of public resources. Because the Zoological Society wishes to expand the area that is used for exhibiting animals by converting the majority of the existing zoo parking lot (their lease area) into exhibit space, the City must address the parking needs of both the Zoo and other park institutions. To address these needs, the City Council must approve amendments to the Balboa Park Master Plan and Central Mesa Precise Plan in order to provide the appropriate policy guidance as to how this replacement parking is to be sited, designed, and developed.

There is limited land available in Balboa Park and these alternatives available for locating replacement parking given the existing public policy restrictions on development within the park.

Constructing the Park Boulevard Promenade, Project, as proposed, addresses other existing goals and recommendations of the Master and Precise Plans such as: providing a better pedestrian linkage between the Zoo entrance and the Prado; reducing traffic/pedestrian conflicts.

The public nature of the Park, the nature and restrictions on citing development in the Park and lease arrangements within the Park are special circumstances applying to the land which are not of the applicant's making. Not allowing the relocation of the two locally designated historic

resources further forecloses the options and alternatives available to the City Council to address a major public policy issue.

The above findings are supported by the minutes, maps and exhibits, all of which are herein incorporated by reference.

BE IT FURTHER RESOLVED, that the recommendation of the Planning Commission is sustained, and Site Development Permit No. 48083 is granted to the Zoological Society of San Diego, Permittee, under the terms and conditions set forth in the attached permit which is made a part of this resolution.

APPROVED: CASEY GWINN, City Attorney

By Prescilla Dugard
Prescilla Dugard
Deputy City Attorney

PD:dm
06/04/04
Or.Dept:Dev.Svcs.
R-2004-1092

000206

Passed and adopted by the Council of The City of San Diego on APR 13 2004 ATTACHMENT 01
by the following vote:

Council Members	Yeas	Nays	Not Present	Ineligible
Scott Peters	☑	☐	☐	☐
Michael Zucchet	☑	☐	☐	☐
Toni Atkins	☑	☐	☐	☐
Charles L. Lewis	☑	☐	☐	☐
Brian Maienschein	☑	☐	☐	☐
Donna Frye	☑	☐	☐	☐
Jim Madaffer	☑	☐	☐	☐
Ralph Inzunza	☑	☐	☐	☐
Mayor Dick Murphy	☑	☐	☐	☐

AUTHENTICATED BY:

DICK MURPHY
Mayor of The City of San Diego, California.

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

(Seal)

By Maureen E. Ketchum, Deputy.

Office of the City Clerk, San Diego, California

Resolution Number R- 299085 Adopted APR 13 2004

This information is available in alternative formats upon request.

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ATTACHMENT 2

PARK BOULEVARD PROMENADE CITY COUNCIL APPROVED POLICY DOCUMENTS DATED APRIL 13, 2007

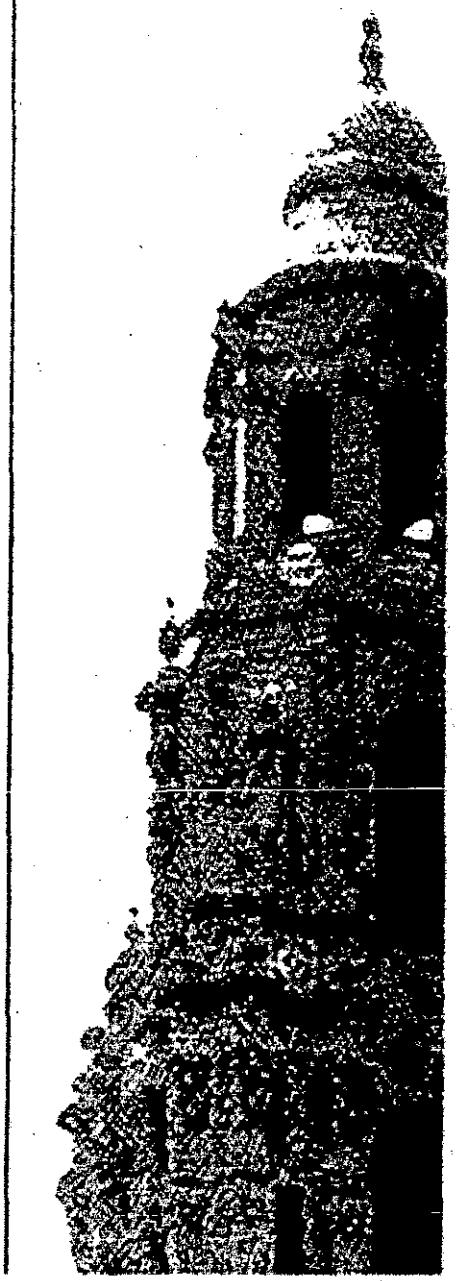
1. **Balboa Park Master Plan (Revised January 2004)**

2. **Central Mesa Precise Plan (Revised January 2004)**

000209

ATTACHMENT 02

Exhibit "A"
Approved 4-13-04
(date)
Permit No. 48083
City Council



BALBOA PARK MASTER PLAN

PLAN AMENDMENTS

THIRD DRAFT - revised January 2004

Prepared by:
MacLeod Consulting Services, LLC
Estrada Land Planning, Inc.

Changes between the original Third Draft and this revised version are noted in three ways:

1. *A box in the upper right corner of the page identifies what topic has been addressed on the page.*
2. *A line in the margin shows where on the page changes have been made.*
3. *Italic text indicates new or deleted text.*

BALBOA PARK MASTER PLAN AND CENTRAL MESA PRECISE PLAN

PURPOSE OF THE PARK BOULEVARD PROMENADE AMENDMENTS

The overall purposes of the amendments are:

- To increase the amount of space for the San Diego Zoo for conservation oriented, bioclimatic exhibits to facilitate the conservation, education, and research activities needed to save endangered and threatened species
- To improve the ease of visitor access to the North Prado, both now and given future growth,
- To strengthen the connection between the Zoo entry and other North Prado institutions.

These purposes are achieved by the following major physical changes enabled by these plan amendments:

1. Asphalt parking lots near Spanish Village and Natural History Museum are converted to a public promenade between the new Zoo entry and the Prado.
2. Zoo Parking lot is converted to Zoological Gardens, parking for the War Memorial Building, and a greenbelt that includes the miniature train and public open space.
3. The Zoo entry is reoriented toward the South, creating a stronger connection to the Prado and the rest of Balboa Park.
4. A 4803-space below-ground public parking structure is located in the North Prado, along Park Boulevard..
5. A new Transit Center with an integral new pedestrian bridge is located in the North Prado.
6. A new below ground transportation center near the Natural History Museum and a new Zoo secondary group entrance near the War Memorial are created to help manage group access to the North Prado.
7. Pedestrian and auto conflict are eliminated in the North Prado.

These plan amendments raise two notable policy issues: (1) the increase in Zoological Garden space and (2) the increase in parking in Central Mesa.

Zoological Garden Expansion

The current Central Mesa Precise Plan calls for the Zoo parking lot to remain a parking lot with improved landscaping. The plan amendments convert this parking lot to Zoological Gardens, greenbelt, Zoo group entry and parking adjacent to the War Memorial.

The Zoo parking lot is part of the Zoological Society's leasehold. The lease expires in 2034. As a result, any change in use prior to that time requires the agreement of both the Zoological Society and the City of San Diego.

Over time zoos have changed from menageries of animals in cages to concrete and moated exhibits, and finally the latest transition -- conservation-oriented, bioclimatic habitats. Today's conservation-oriented zoos require more space.

The modern Zoo facilitates conservation and research activities needed to save endangered and threatened species.

- Researchers and animal care specialists learn about animal reproduction, diet and social behavior contributing to saving species in the wild.
- Visitors are educated about the natural history and geography of animals as well as the plight of endangered species related to habitat loss and encroachment resulting from human activities.
- Animal reproduction contributes to genetic diversity and self-sustaining populations of species while increasing opportunities to reintroduce species to remaining safe habitats in the wild.

In 1984 the Zoological Society of San Diego adopted a long-range Bioclimatic Plan to guide the redevelopment of the Zoo. The goal was to create self-sustaining populations of threatened and endangered species and to enhance scientific research, conservation and education opportunities. The plan addressed animal behavior as it relates to both environmental considerations (such as the bioclimatic zones) and their complex social order.

In 1995 the planning and architectural staff of the Zoological Society realized the 1984 Bioclimatic Plan underestimated the space needed for redeveloping the Zoo's animal/botanical exhibits and related support areas. From concept to development, naturalistic exhibits were requiring substantially more space than anticipated. Also environmental rules and Americans with Disabilities Act requirements reduce the amount of usable acreage within the Zoo's current fence line.

In response to this shortfall of space, the Zoological Society

- Continued pursuing methods of using the current leasehold more efficiently through redevelopment of old exhibit areas.
- Explored additional opportunities to use the Wild Animal Park, considering the climate and other limiting factors.
- Focused on exhibits for species that need the coastal climate of Balboa Park.
- Downscaled some of the exhibit plans.
- Worked with the City's Working Group to explore possibility of use of Zoo parking lot for Zoological gardens.

These plan amendments implement the last of these actions related to the shortfall of space. The other on-going efforts listed above are on an independent track.

In December 2000 the final report of the city's Working Group for the "Proposed Balboa Park Master and Precise Plan Amendments and the Zoological Society of San Diego Leasehold" was published. This report included a discussion of options relating to Zoo expansion, parking, ideas for increasing open green and natural spaces as well as other Balboa Park issues.

All design teams taking part in the design charrette, with the exception of one, proposed that the San Diego Zoological Society be allowed to expand Zoo facilities within the parking lot area. A majority of the design options detailed a mix of Zoo use with parking and open green space. Benefits attributed to Zoo use of the parking lot were the elimination of unattractive surface parking lot and elimination of urban run

off. Concerns related to Zoo use of the parking lot were the loss of parking spaces. However, the issue of restricting and intensifying land use was perceived as both a positive and negative. The positive being the value of improvements to the San Diego Zoo and its conservation and education mission. The negative being "privatization", that is the placement of the area inside the Zoo's fence line.

Related to these observations on Zoo parking lot use, the Working Group identified the advantages of having a green belt along Park Boulevard. This would provide a "visual corridor and softer edge to the expanded development" and enhance the linkages between the Park and the communities to the north and to offset privately controlled land uses (Zoo) moving out towards Park Boulevard. The only identified disadvantage related to the greenbelt was that uses may be limited due to size and adjacency to Park Boulevard.

The Plan Amendments have been developed within the context of this direction from the City's Working Group. A defined visual green corridor with pedestrian linkages and public open space are included. In addition the miniature train has been relocated within the greenbelt, adding both visual interest and an activity dynamic to the area. The greenbelt width ranges from 87 feet to 233 feet wide. This contrasts with the current planting strip of approximately 15 feet wide.

Parking

The currently adopted Central Mesa Precise Plan (p. 195) specifically calls for increased parking in Central Mesa. However, the current plan recommendations show only 165 to 665 additional parking spaces to serve future visitor demand in the Central Mesa. This modest increase is accomplished (in the current plan) by a new parking structure behind the Organ Pavilion.

In furtherance of the current plan objective to increase public parking in the Central Mesa, these Plan Amendments create a net increase of 2059 parking spaces in the North Prado.

A total of 5352 spaces are created as follows: The 4803-space public parking structure, 99 public parking spaces adjacent to the War Memorial Building, and 450 new employee spaces within the Zoo fence line (employee spaces draw employees out of the public lots thereby freeing up visitor parking for visitors).

A total of 3293 spaces are lost as follows: 2831 spaces in the Zoo lot, 103 spaces in the north Carousel lot, 215 spaces in the South Carousel lot, 101 spaces in the Natural History museum lot, 24 spaces on Park Boulevard and 19 spaces on Zoo Drive.

In 2000, the Working Group was presented with the information in Table 1 regarding the supply and demand for parking in Balboa Park.

Table 1 Parking Demand and Supply Data Presented to Zoo Working Group in 2000		
Institution/Use	Parking Data Presented to Working Group in 2000	Presenter of the information
San Diego Zoo	3216 visitor spaces needed in 2020 Adequate 85% of all days - more parking required 55 days each year)	Zoological Society of San Diego
Other cultural institutions in Central Mesa	3216 visitor spaces needed in 2020 (Adequate 85% of all days - more parking required 55 days each year)	Dr. Mick Hager on behalf of the Central Balboa Park Association
General User of the Park (National Recreation and Park Association standard)	2538 visitor spaces	Park and Recreation Department Staff
Recreational users of city operated facilities (organ pavilion, puppet theater, hall rentals, House of Hospitality offices/restaurant etc)	No information presented for these users	
Naval Medical Center	5150 total spaces needed; 2000 space deficit in 2020	Captain Patricia Denzel of the Naval Medical Center
City College	4000 total spaces needed in 2020	City College staff
Existing Total Parking Spaces	6659 in July 2000	Data collected by Park Rangers

The major determinants of the size of the parking structure were:

1) The popularity of the North Prado as a destination.

The North Prado includes many popular cultural institutions: the Zoo, Spanish Village, Natural History Museum, Rose Garden, Fleet Science Center, Prado complex, and Junior Theater. The Zoo by itself attracts 3.5 million visitors which is 50% of all the visitors to cultural institutions in the entire Central Mesa. Due to the area's popularity, the Zoo uses off-site parking areas 100 days per year to accommodate Zoo visitor parking demand.

2) Anticipated visitor growth.

Zoo visitors are projected to increase from 3.5 million in 2000 to 4.426 million in 2020. This 26% increase in visitors will bring a commensurate increase in parking demand.

Assuming 20% of the visitors arrive by alternate modes such as transit, and there are 3.3 persons per car, the Zoo parking demand alone in 2020 would be 3900 spaces (employee and visitor) on a "design day". A design day is a typically busy day and assumes off-site parking arrangements would be required at least 25 days a year.

Dr. Mick Hager, Executive Director of the Natural History Museum, reported to the Working Group in September 2000 that the other cultural institutions throughout the Central Mesa collectively have visitor attendance equal to that of the Zoo and anticipate a similar growth trend.

3) Replacement of Eliminated Spaces

At a minimum, the eliminated spaces (3293) need to be replaced, but this does not account for current parking deficits or future growth.

4) The physical and cultural constraints on the site.

The Park Boulevard Promenade Parking Structure was designed to respect the existing historical area and the existing leaseholds. For this reason the parking structure foot print is contoured around Spanish Village and the Natural History Museum. As such, a 4-level below-ground public parking structure can accommodate a maximum of 4803 public parking spaces.

Within the context of this information, the plan amendments include a 4803-space public parking structure for the following reasons:

1. Simply replacing the 3293 lost surface spaces is not sufficient because it does not account for current parking deficits or future growth demand.

2. Sizing the parking structure to only handle the Zoo parking demand (in 2020) of 3900 spaces ignores the fact it is **public** parking serving all park visitors and since this public parking is first-come/first-serve, the mix of visitors going to the North Prado institutions on a "design day" would be seriously under-served.

3. Sizing the parking structure larger than 4803 public parking spaces is impractical because of the physical constraints of the site.

For more background information on these and other planning issues, refer the Park Boulevard Promenade Draft Environmental Impact Report and the December 14, 2000 "Final Report of the Working Group for the Proposed Balboa Park Master and Precise Plan Amendments and the Zoological Society of San Diego Leasehold".

In conjunction with the approved 1989 Balboa Park Master Plan and the 1992 Central Mesa Precise Plan, these plan amendments give definition and guidance to the future development of the Central Mesa of Balboa Park. The Balboa Park Master Plan, Central Mesa Precise Plan and these amendments will contribute to cultural, educational, recreational and social life of the entire San Diego region.

These amendments are organized in the same order as the approved Balboa Park Master Plan and Central Mesa Precise Plan. Those plan text and graphics which changed as a result of the inclusion of the Park Boulevard Promenade are revised and included. All text which has been revised or added from the originally approved plans is underlined.

May 19, 2003

000216

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* Figures revised in this draft amendment

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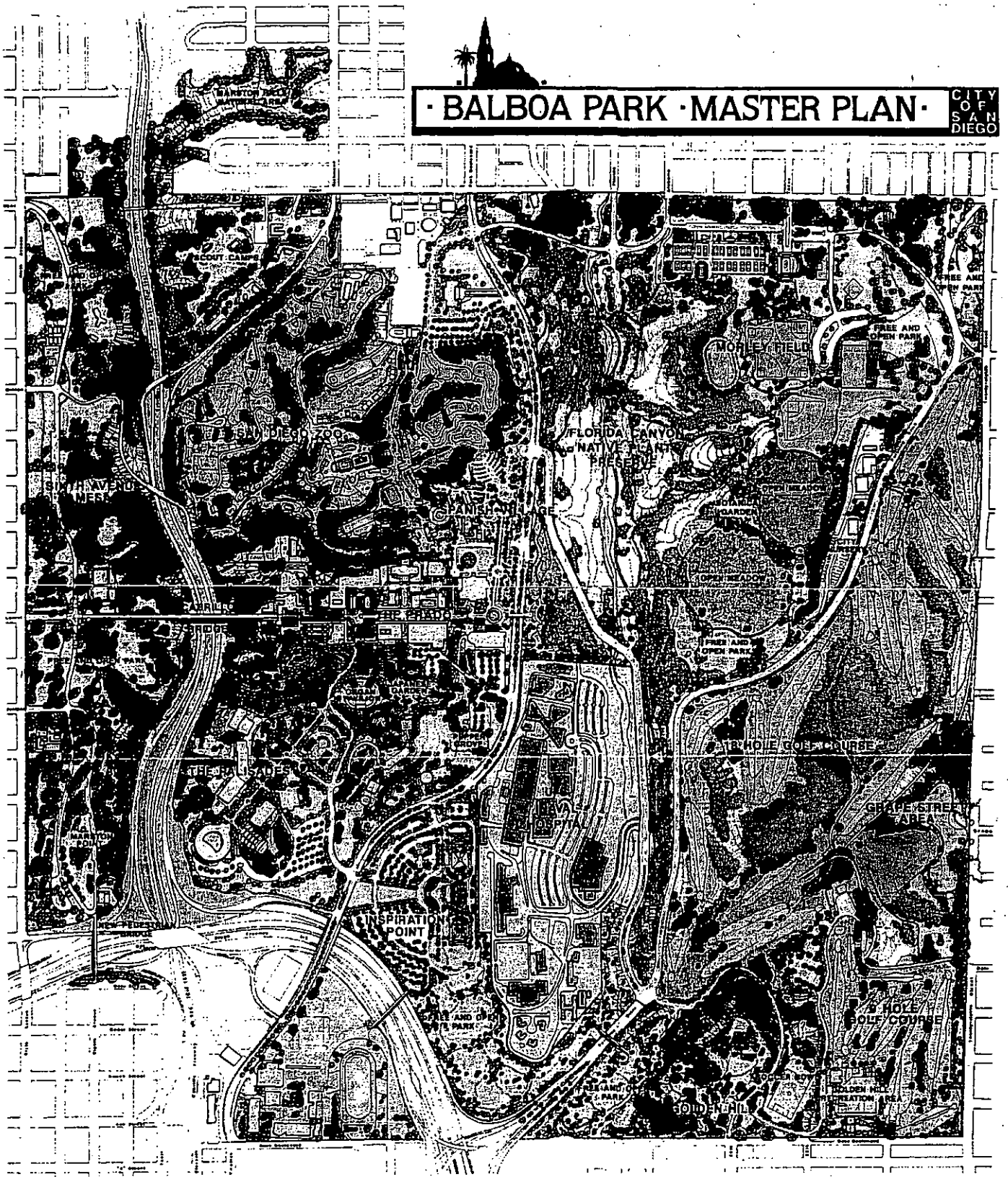


Figure 1

·MASTER PLAN· ILLUSTRATIVE·

ESTRADA Land Planning

REVISED MAY 2003

Village Place drop off, Parking structure size, and Pedestrian Bridge relocation

THE HOUSE OF PACIFIC RELATIONS

Expand the House of Pacific Relations area by 4,000 square feet including additional landscaping.

THE SPANISH VILLAGE

Consider expanding Spanish Village to provide additional studio area and food service facilities. A Precise Plan should be prepared to guide this redevelopment.

Provide a drop-off and pick-up area ~~*north of the Natural History Museum near the Junior Theater*~~. *along Village Place north of the Prado.*

~~*Close Village Place at Spanish Village. Redesign the entry road*~~. *Enhance the pedestrian walkways along Village Place.*

Retain the existing service road between the Zoo and the museums, known as Old Globe Way, for purposes of controlled emergency and service vehicle access.

~~Reroute pedestrian traffic between the Zoo entry plaza and the Prado through Spanish Village.~~

These improvements are subject to further definition through the Precise Plan process.

CENTRAL OPERATIONS STATION

Reclaim the existing maintenance facility site within the Park as free and open park land.

JAPANESE GARDEN

Complete the Japanese Garden in Gold Gulch.

GOLDEN HILL

Construct a multi-use play field (Soccer Bowl in the abandoned 26th Street right-of-way.

Provide parking facilities at the Soccer Bowl.

Add a playground or tot lot.

WATER TANK AREA

Retain and improve the Centro Cultural de la Raza.

Remove the other water tank and replace it with a new picnic area as an expansion of Pepper Grove.

INSPIRATION POINT

Redesign and landscape the existing parking lots. Utilize the standards set by the City Landscape Ordinance.

ZOO PARKING LOT

~~Landscape the existing parking lot. Utilize the standards set by the City Landscape Ordinance.~~ Convert the asphalt parking lot to Zoological Garden uses. Create a greenbelt between Park Boulevard and the Zoological Garden that includes the relocated miniature train and a pedestrian walkway.

PARK BOULEVARD PROMENADE AND PARKING STRUCTURE

Construct an approximate *3,200 - 4,803* space below-grade parking structure east of Spanish Village along Park Boulevard. At approximately grade level, construct a pedestrian promenade that creates a strong link between a relocated Zoo entry, Spanish Village, and the Prado.

TRANSIT CENTER/PEDESTRIAN BRIDGE

Construct a pedestrian bridge connecting the *Rose Garden and Desert Garden to the East Prado* ~~*the Plaza de Balboa*~~ *across Park Boulevard*. A transit center and an east entrance to the Prado should be integrated into the structure.

ENTRY STATEMENTS

Construct two entry statements, one in the vicinity of Park Boulevard and Morley Field Drive and the other on Park Boulevard south of President's Way in the Inspiration Point subarea. The design of the entry statements

should be investigated at the precise plan level.

ORGAN PAVILION PARKING STRUCTURE

Construct a 1,000 - 1,500 space parking structure on the existing parking lot site concurrent with the restoration of the Prado and the Palisades areas as pedestrian-oriented plazas.

FLORIDA DRIVE/FLORIDA CANYON

Close Florida Drive from just north of Zoo Place to just south of Zoo Drive/Morley Field Drive and concurrently implement the Florida Canyon Master Plan.

ZOO PLACE

Widen Zoo Place to four lanes between Florida Drive and Park Boulevard for improved access to the Central Mesa from Pershing Drive.

GOLDEN HILL PEDESTRIAN AND BICYCLE BRIDGE

Construct a pedestrian/bicycle bridge over Pershing Drive between Golden Hill Mesa and Inspiration Point. (Old Naval Hospital site.)

WATER RECLAMATION FACILITY

Consider siting a water reclamation facility within the Park to service the Park.

EIGHTH AVENUE PEDESTRIAN BICYCLE BRIDGE

Construct a pedestrian/bicycle bridge on Eighth Avenue over the freeway to the Park at Marston Point.

NORTHEAST AREA

Complete development of the northeast area of the Park in accordance with a Precise Plan.

SIGNAGE

Implement a new signage program

SAFETY/SECURITY LIGHTING

Implement a safety and security lighting program throughout the Park.

INTRA-PARK TRAM

Implement an intra-park tram system.

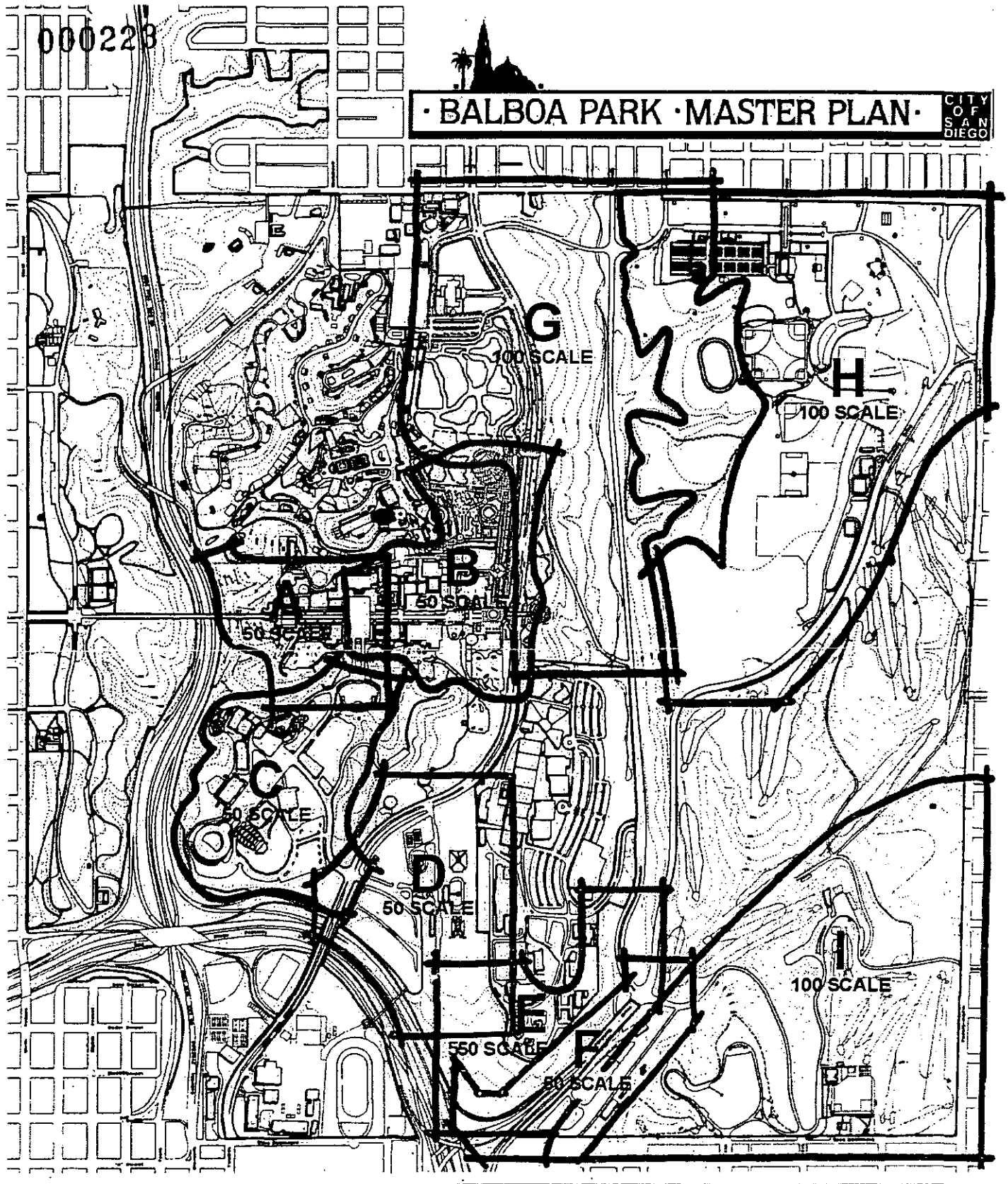
ARIZONA LANDFILL

Reclaim the landfill area for Park purposes.

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CITY OF SAN DIEGO



A PRADO WEST
B PRADO EAST & SPANISH VILLAGE
C PALISADES
D INSPIRATION POINT NORTH
E INSPIRATION POINT SOUTH
F CENTRAL OPERATIONS STATION
G ZOO PARKING LOT & FLORIDA CANYON
H MORLEY FIELD & ARIZONA LANDFILL
I GOLDEN HILL

Figure 2

revised May 2003

KEY MAP FOR CONCEPTUAL SUBAREA MASTER PLANS

ESTRADA Land Planning

EL PRADO EAST AND SPANISH VILLAGE
Figure 4

Pedestrian Bridge relocation

A wide promenade, the Park Boulevard Promenade, will be created to facilitate the pedestrian movement between the relocated Zoo entry plaza and the Prado. The promenade will pass directly east of ~~through~~ Spanish Village, which will help attract visitors to Spanish Village. Decorative paving, landscape planting, security lighting and attractive site furnishings will enhance the promenade. A below-grade parking structure will be located beneath the promenade.

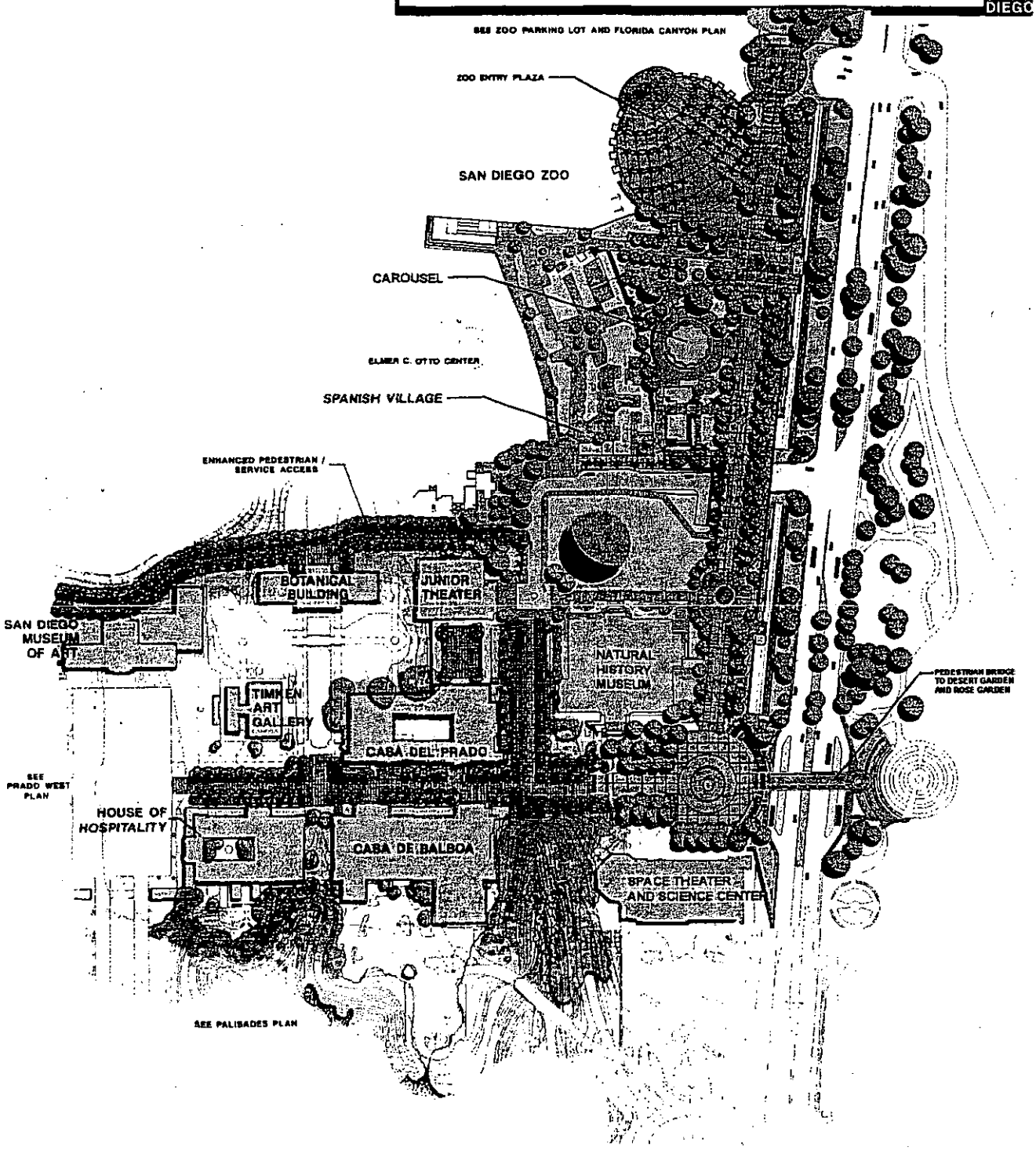
Village Place will terminate in a cul-de-sac south of Spanish Village. The cul-de-sac will serve as a drop-off area for the Junior Theater, the Casa del Prado and Spanish Village. Enhanced pavement, plantings and site furnishings will be provided.

~~The Plaza de Balboa~~ East Prado will be connected to the Rose Garden and Desert Garden across Park Boulevard by a pedestrian bridge. A transit center for public transportation, a viewing plaza, and an eastern gateway to the Prado should be integrated into the structure.

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LEGEND

TREES | GROUNDCOVERS | PAVED PEDESTRIAN AREAS

NATIVE SHRUBS | LAWN | WATER FEATURE

revised May 2003

Figure 4

CONCEPTUAL MASTER PLAN
PRADO EAST AND SPANISH VILLAGE

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MAY 26 1989

ZOO PARKING LOT AND FLORIDA CANYON
Figure 9

The Zoo parking lot will be ~~landscaped in accordance with the City Landscape Ordinance.~~ converted to Zoological Garden uses and a greenbelt. The greenbelt, located adjacent to Park Boulevard will include the relocated miniature train and a pedestrian walkway.

The Zoo entry will be relocated to the vicinity of the current miniature train location and will be integrated with the adjacent pedestrian promenade.

Zoological Gardens

The Zoological Society of San Diego has operated and maintained the zoological gardens (the San Diego Zoo) for the City since 1916. Although the City has given the Zoological Society custody and complete responsibility for the preservation, maintenance and care of the animal and plant collections, the animals and plants (with some exceptions such as the special relationship with China regarding the giant pandas), belong to the City and as such are regional assets for the citizens of San Diego. The existing Zoo lease specifies that 99.43 acres are zoological gardens and 24.67 acres are a public parking lot. The existing Zoo lease also specifies the allowable uses within the zoological gardens.

The zoological garden is defined as the area where the care and maintenance of all the animals, birds, reptiles, plants and their progeny and project as well as all exhibits and personal property belonging to City occurs. The existing lease also specifies types of merchandise sales and rentals allowed within the zoological garden, that is, to rent cameras, strollers, and other equipment for the accommodation of visitors, to sell within and about the Gardens food, beverages, refreshments, gift items, film, printed material, curios, souvenirs, and other merchandise or services ordinarily available to visitors to zoological gardens.

The new zoological gardens are proposed to be located on a portion of the existing parking lot. The additional exhibit area will be limited to animal and botanical exhibits with related visitor services and animal and plant care facilities. No thrill rides, roller coasters or hotels will be allowed. Not more than 6.5 percent of the land area for the entire Zoo leasehold may be used for restaurants and gift shops, and such uses shall be limited in scope to only provide services ordinarily available to visitors to the zoological gardens. Approximately one-third of the restaurants and gift shops would be located near the Zoo entry.

For that portion of the proposed zoological gardens that would be adjacent to the proposed miniature train leasehold along Park Boulevard, building heights within 50 feet of the leasehold boundary would be limited to 35 feet. Building

styles within the first 100 feet of the leasehold boundary adjacent to Park Boulevard shall be unobtrusive and shall not be visible from outside the Zoo. In this same area adjacent to Park Boulevard, landscaping shall screen Zoo exhibits and buildings.

Future development of the zoological gardens shall be based on the latest science and knowledge regarding design, construction, operations and maintenance of zoological gardens. Future development of the zoological gardens shall reflect that over time zoos have changed from menageries of animals in cages to concrete and moated exhibits, and finally the latest transition B conservation-oriented, bioclimatic habitats. Modern zoos facilitate conservation and research activities needed to save endangered and threatened species by undertaking the following:

- *Researchers and animal care specialists learn about animal reproduction, diet and social behavior contributing to saving species in the wild.*
- *Visitors are educated about the natural history and geography of animals, as well as the plight of endangered species related to habitat loss and encroachment resulting from human activities.*
- *Animal reproduction contributes to genetic diversity and self-sustaining populations of species while increasing opportunities to reintroduce species to remaining safe habitats in the wild.*

As much as feasible and consistent with the latest scientific discoveries, zoological gardens development shall create self-sustaining populations of threatened and endangered species and enhance scientific research, conservation and education opportunities. Development shall address animal behavior as it relates to both environmental considerations (such as the bioclimatic zones) and their complex social order.

Development of the Rose Garden will be completed.

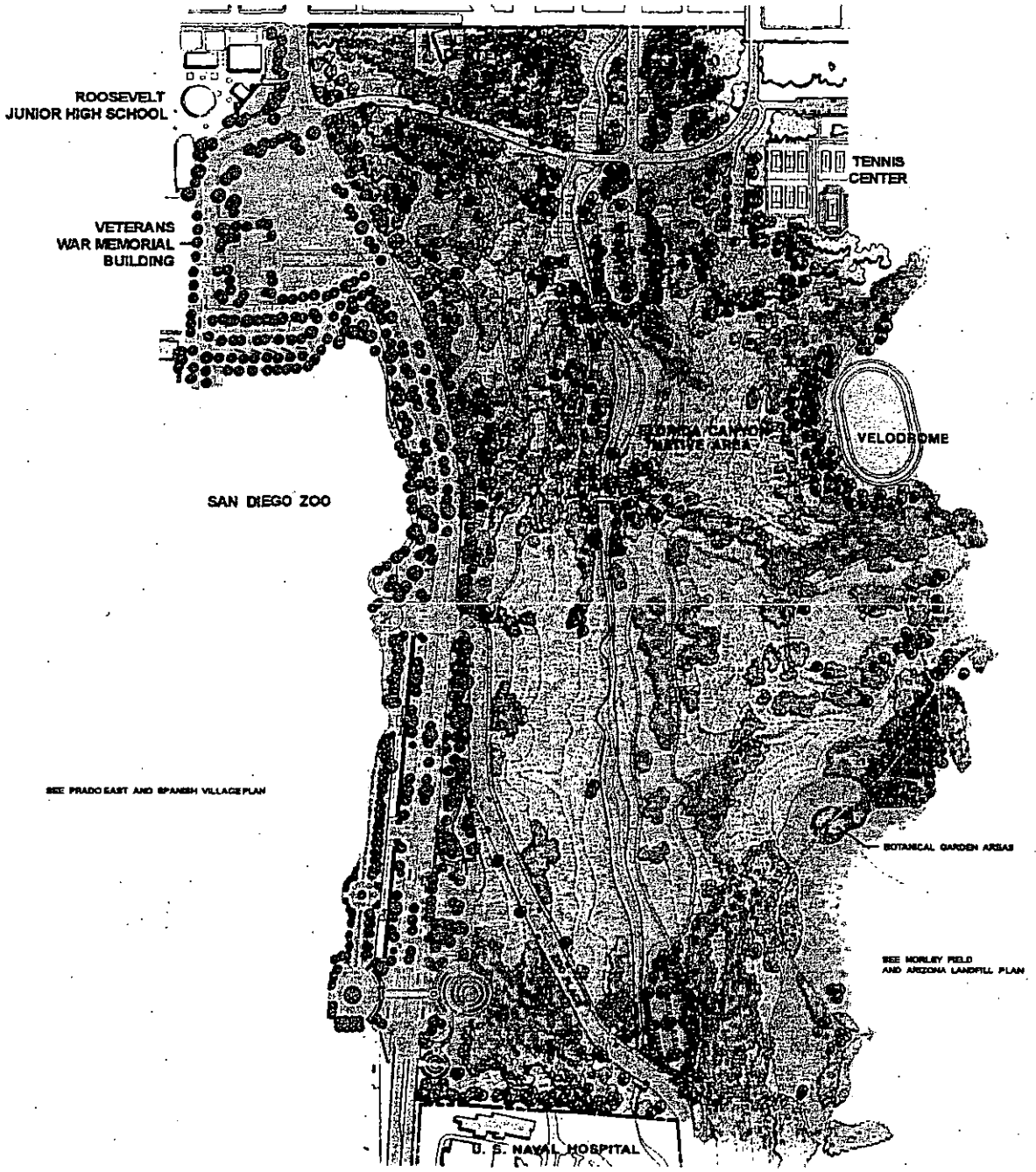
The Florida Canyon Master Plan will be implemented. Florida Drive will be terminated north of Zoo Place and south of Zoo Drive/Morley Field Drive and small parking lots constructed. Florida Canyon will retain its native California landscape and be used as a native plant preserve. Support structures will include restrooms and a small botanic building. Walking, hiking, bicycle, and jogging trails will be developed throughout the canyon area, connecting the Central Mesa area with Morley Field and the East Mesa area. The stream west of the existing roadway will be restored and landscaped as a natural riparian area.

The west side of the Velodrome will be screened to reduce its visibility from the Central Mesa.

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LEGEND

TREES

NATIVE SHRUBS

GROUNDCOVERS

LAWN

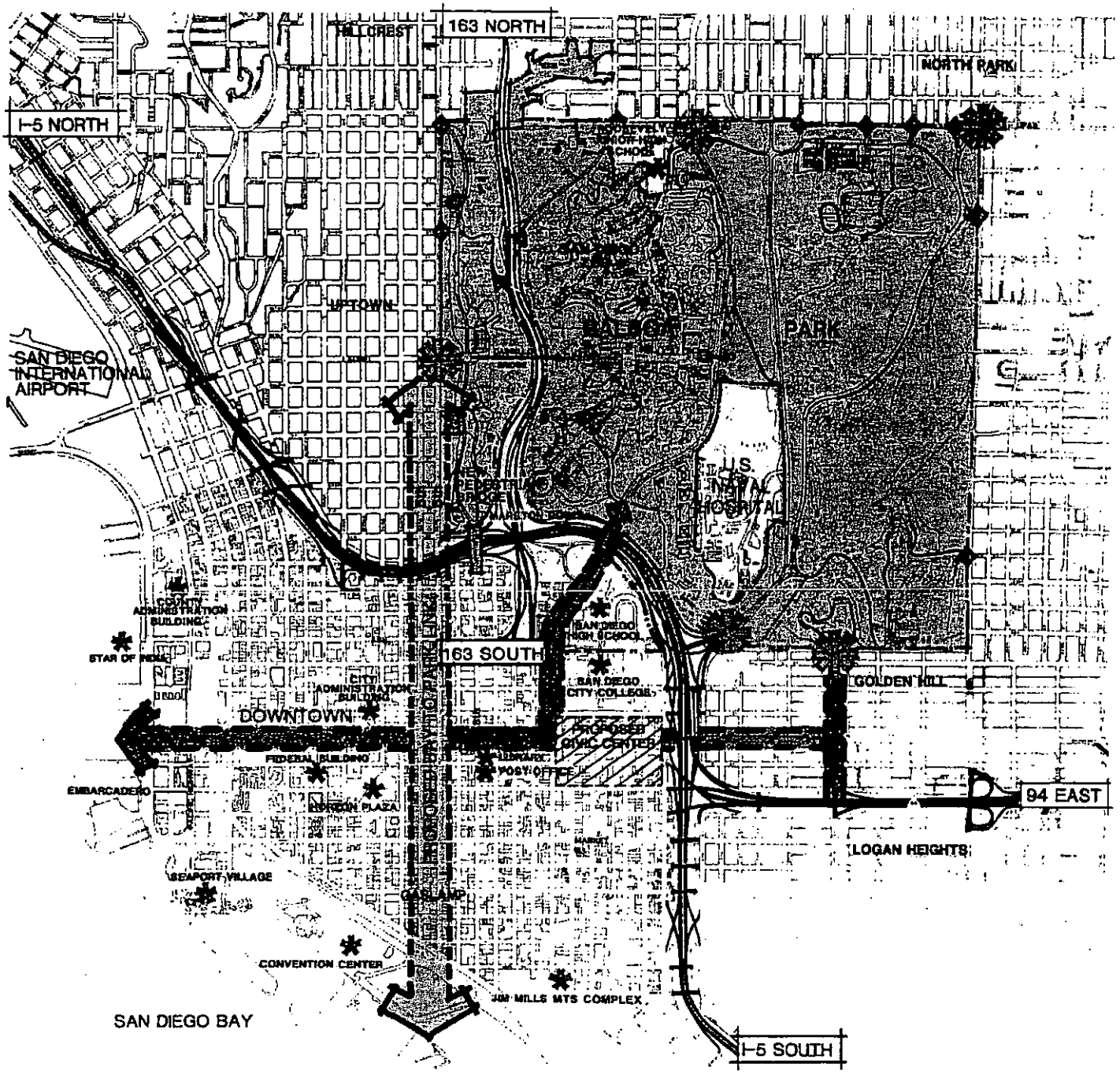
PAVED PEDESTRIAN AREAS

revised May 2003

Figure 9

CONCEPTUAL MASTER PLAN
ZOO PARKING LOT AND FLORIDA CANYON

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LEGEND

- PRIMARY ACCESS POINTS
- SECONDARY ACCESS POINTS
- PARK BOUNDARY
- LANDMARKS

PROPOSED LAND USE AND VICINITY MAP IN 1989

Base map updated May 2003

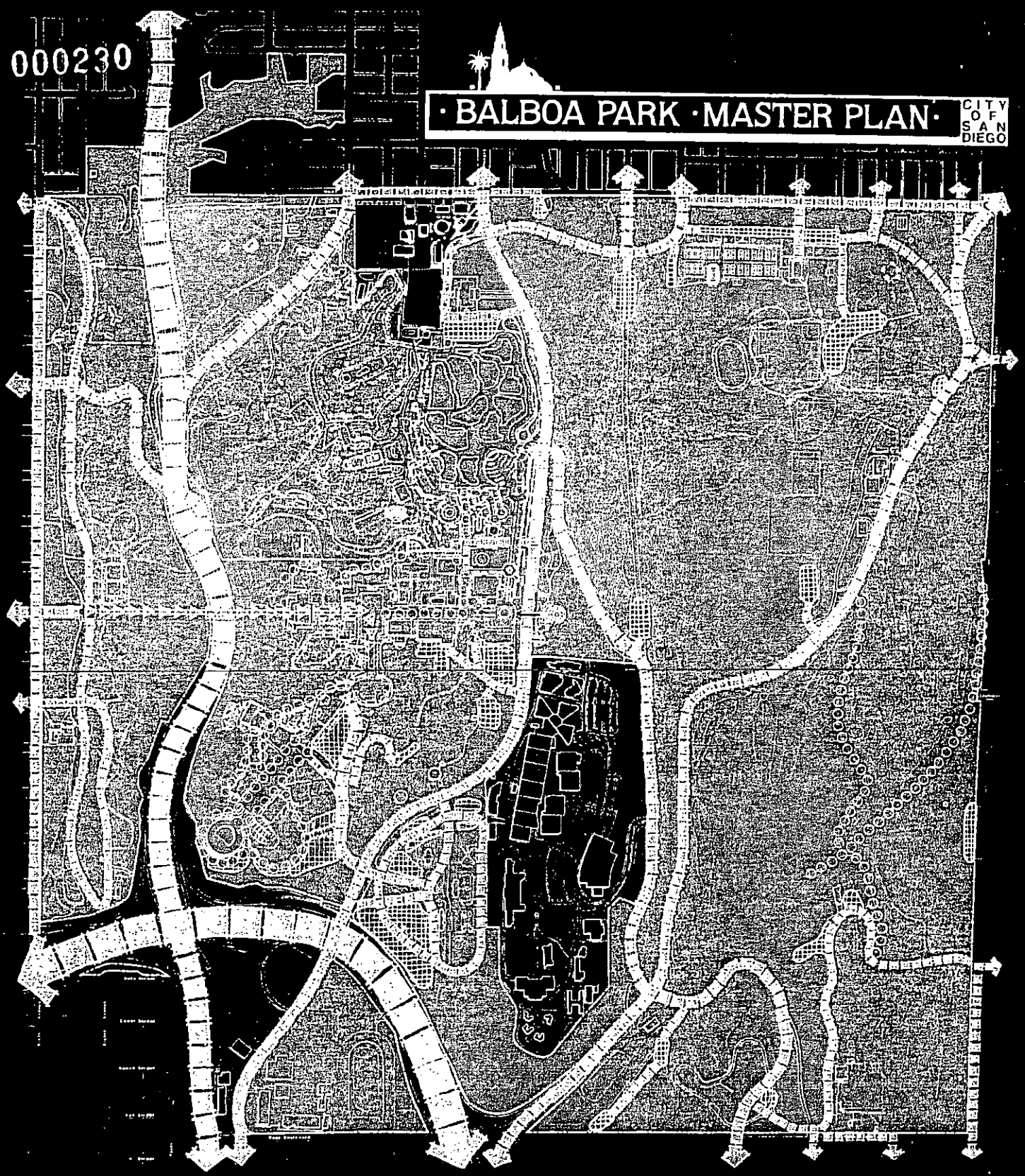
Figure 12

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LEGEND

- INTERSTATE FREEWAY
- STATE FREEWAY
- PRINCIPAL CIRCULATION ROUTE
- ONE-WAY ROUTE
- REVERSIBLE ONE-WAY ROUTE
- SECONDARY CIRCULATION ROUTE
- PARKING
- SERVICE ROUTE

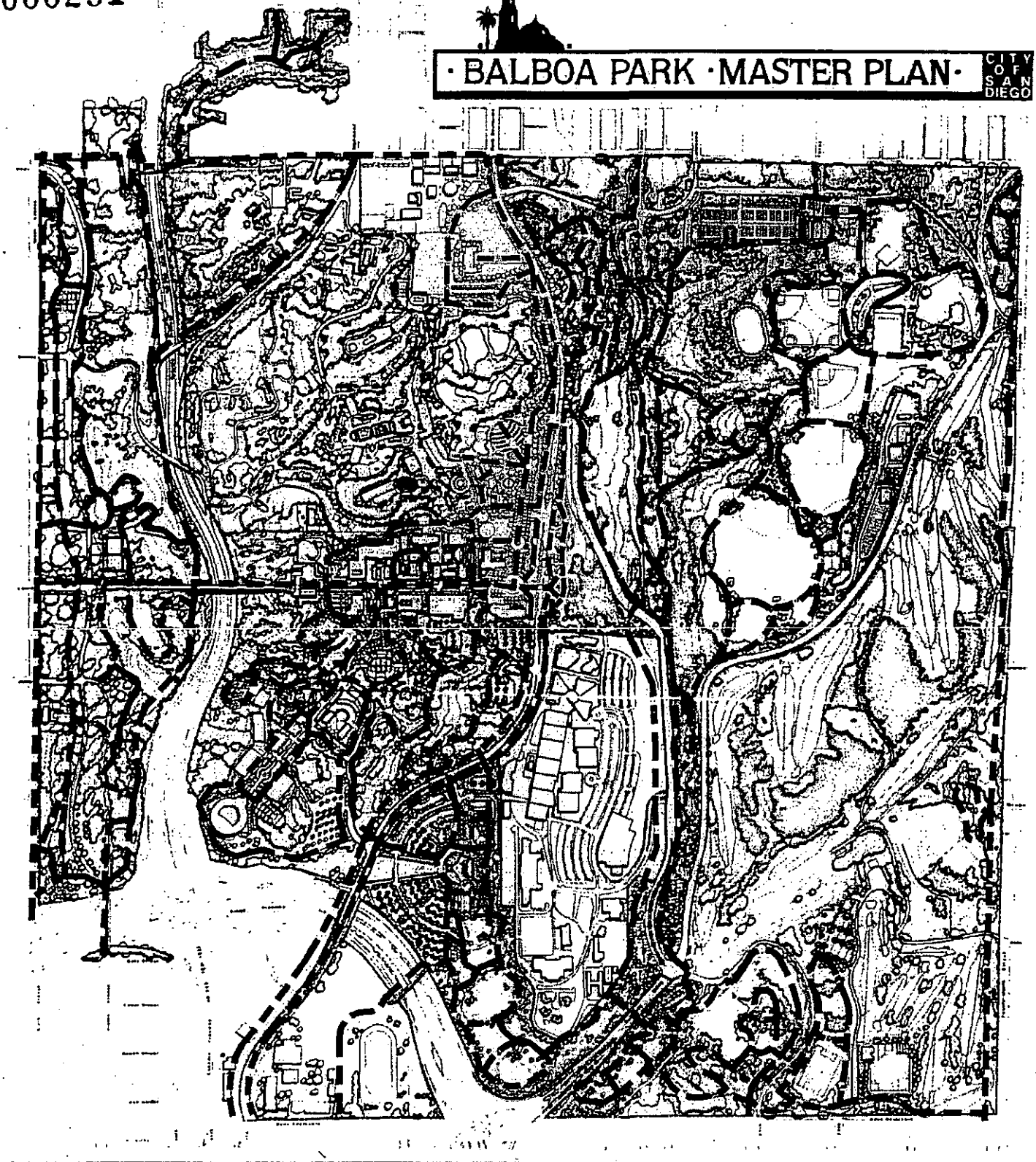
revised May 2003

Figure 13

PROPOSED CIRCULATION AND PARKING

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LEGEND

PRINCIPAL TRAILS

revised May 2003

Figure 14

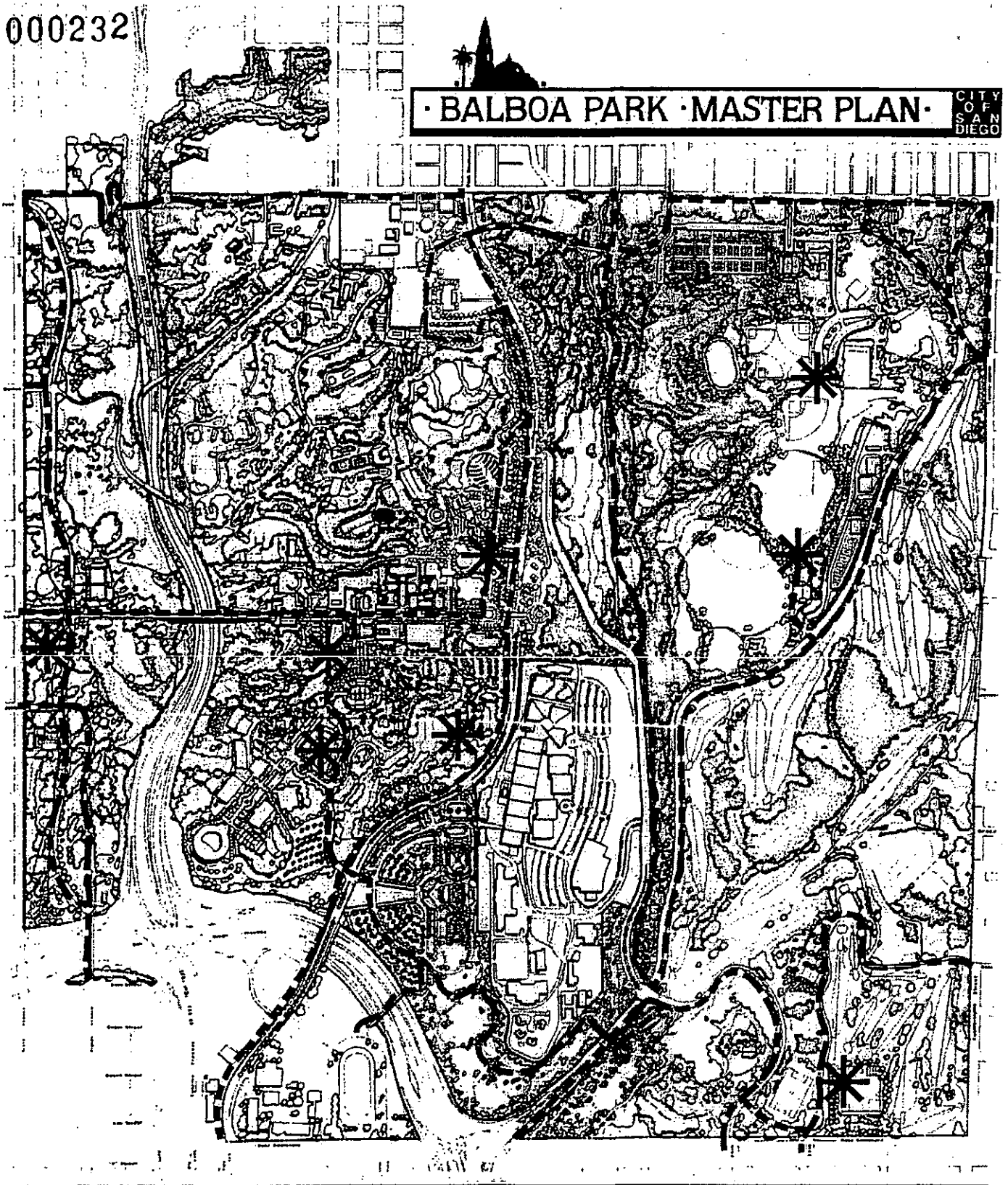
PEDESTRIAN TRAIL SYSTEM

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LEGEND

PROPOSED BICYCLE TRAILS

BICYCLE STORAGE LOCKERS

BICYCLE TRAIL SYSTEM

revised May 2003

Figure 15

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Build a new parking structure to serve visitors to the Prado East & Spanish Village subarea and the Zoo subarea.

Build a parking structure at the Organ Pavilion to replace lost spaces.

Reduce overall parking demand to Park by promoting transit to the Park.

Utilize off-site parking.

INTRA-PARK SHUTTLE

The Inspiration Point surface lots are, in general, very poorly utilized. The poor utilization during peak weekend periods is partly because the lots are perceived to be out of walking range of destinations in the Prado area (the distance is actually less that one-half mile). A shuttle service between the lots and attractions in the Central Mesa area, including the Zoo, should be established to meet peak weekend demands.

At night, problems of poor utilization of existing parking facilities is also apparent. At both the Inspiration Point and Zoo parking lots, less than five percent of the total spaces are occupied during the evening peak hours. Walking distance is a factor in the poor utilization of these parking lots during evenings in the park. The ~~Zoo parking lot~~ parking structure adjacent to Park Boulevard should be included in the tram system at night to encourage the utilization of ~~the Zoo lot~~ that parking structure by visitors to the nighttime attractions in the northern end of the Central Mesa area.

The service should be established (see figure 16 for routes), with the following considerations in mind:

Maximum Ten Minute Headways

While the easy parking at the Inspiration Point site should serve as an incentive to use the lot, frequent tram runs must be provided to ensure the lot is well used.

Signage Improvements

Provisions for tram service should be accompanied by improvements to signage in the Park. The signage system should be flexible, allowing Park staff to direct visitors to certain lots as parking in the Central Mesa fills up. This approach was effective for the Zoo. During the Panda exhibit visitors were directed to overflow parking as the Zoo lot reached capacity.

R.V. and Tour Bus Parking

R.V.'s and tour buses are most prevalent during summer weekends, and take up an inordinate amount of parking space. Special R.V. and bus parking should be established in the Inspiration Point site to remove these large vehicles from congested streets and parking areas within the Central Mesa.

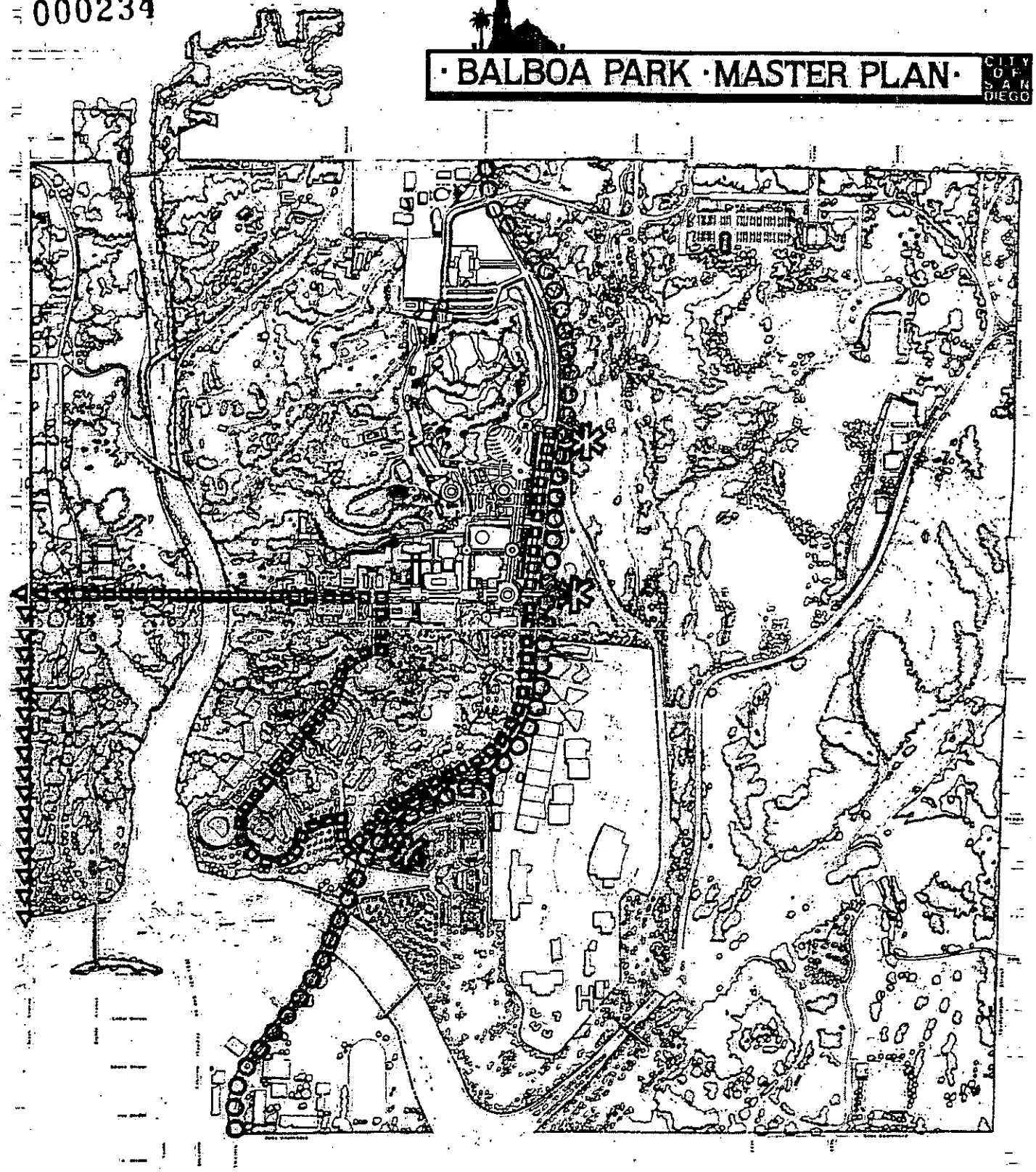
Arizona Landfill Site

According to demand estimates, the Inspiration Point lots could accommodate spillover demands from both the Central Mesa and the Zoo during peak summer weekends. The proposed tram system should include the Zoo, so that the use of the Arizona Landfill site can be phased out and eventually reclaimed.

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LEGEND

LRT

PARK SHUTTLE

HISTORIC TROLLEY

STATION AND SHUTTLE STOPS

revised May 2003

Figure 16

PROPOSED ALTERNATIVE TRANSPORTATION SYSTEM

ESTRADA Land Planning

reserved for Park employees and volunteers. By reducing the amounbt of long-term employee parking in parking areas nearest the Park attractions, more convenient spaces will be available to accommodate visitor parking demands.

SIGNAGE
Specific recommendations pertaining to signage will benefit the parking and circulation element of Balboa Park. These recommendations are discussed in the Signage Element of this Master Plan.

LOW POWER RADIO STATION
To inform park visitors about current events and conditions in the Park, a small radio system is recommended for inclusion the park. Such a system could supplement a signage system for informing visitors about parking and circulation conditions. The Park should establish a radio station and include the following features for improving parking:

Report parking conditions
The radio station should include regular, up-to-the-minute reports on parking conditions. Location of overflow lots like Inspiration Point the availability of parking in the Central Mesa, and other special information on parking should be broadcast regularly, along with reports on special activities in the Park.

Freeway signage
Signs should be placed on major freeway approaches to the Park, telling Park visitors in advance of the Park of the radio station and its broadcast frequency.

LONG RANGE PARKING STRATEGIES
The following measures are more long range strategies.

Promenade Parking Structure
This parking structure should be constructed before the current Zoo parking lot is converted to Zoological Gardens. Adequate replacement parking must be constructed prior to any conversion of the current Zoo parking lot.

Organ Pavilion Structure
The Organ Pavilion structure should be phased to replace parking spaces lost in the reclamation of parking areas in the Pan American Plaza and Plaza de Panama for pedestrian uses. In scheduling construction of the structure, the following considerations should be kept in mind:

- Construction should occur during the winter and spring months when Park attendance is likely to be low and the impact of losing some or all of the Organ Pavilion surface lot would be the smallest.
- During construction, the tram-system should be made available to mitigate the impact of the temporary loss of the Organ Pavilion surface spaces.

Transit to the Park
By the Year 2000, the Park should be linked in the LRT system with rail line along Park Boulevard from Centre City to Jack Murphy Stadium. Every effort should be made to promote transit ridership to the Park when this improvement is made. In planning for the

Historic Preservation

EXISTING LOCAL AND NATIONAL HISTORIC DESIGNATION STATUS

The Historical Site Board designated the El Prado Area of Balboa Park as City Historical Site Number 1 on September 7, 1967. The California Quadrangle of the El Prado area was placed on the National Register of Historic Places in May 1974, and the entire El Prado complex was placed on the Register in December 1976. In February 1978, the sites of the 1915 and 1935 Expositions, were granted National Historic Landmark (NHL) status.

~~AMENDMENTS TO THE EXISTING STATUS~~

ACTIONS RELATED TO HISTORIC AREA BOUNDARIES

On July 27, 1988, the Historic Site Board amended the local historic site and National Historic Landmark designations to make them coterminous and to add additional contributing elements. ~~See the boundaries on figure 17.~~

Contributing structure to both the local San Diego and National designations are those structures which were erected for the Panama-California International Exposition of 1915-1916 and the California Pacific International Exposition of 1935-1936. They are the:

Administration Building, Botanical Building, Cabrillo Bridge and Guard Houses, Casa de Balboa (reconstruction), Casa del Prado(reconstruction), House of Charm, House of Hospitality, Museum of Man, Spreckels Organ Pavilion, El Cid Statue, Alcazar Garden, Balboa Park Club, Conference Building and restroom, Ford Building (Aerospace Museum), Ford/Starlight Bowl, Federal Building, Hall of Nations, House of Pacific Relations, Municipal Gymnasium, Palisades Building, Spanish Village, United Nations Building, and Zoro Garden. The Natural History Museum, the San Diego Museum of Art, the Merry-go-round Carousel, and the Miniature Train are also contributing structural elements.

In addition, the potential exists for other structures and sites to be designated National Historic Landmarks or Local Historic Resources.

Subsequent to the 1988 action calling for coterminous boundaries for the Local Historic Resource Boundary and National Historic Landmark designations, the City of San Diego was informed that this was not possible. The National Landmark boundary is exclusively for the structures and features erected for the Panama-California International Exposition of 1915-1916 and the California Pacific International Exposition of 1935-1936. By contrast, the local boundary recognizes a broader spectrum of structures and features of local historic interest. Figure 17A shows the local and national boundaries prior to the 2003 amendments.

In 2003, Park Boulevard Promenade amendments to the Balboa Park Master Plan recommended amendments to the local historic resources boundary. The recommended amended boundaries are shown on Figure 17B. This recommendation reconfigures the boundary to keep the miniature train experience within the local historic resources boundary.

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THE NATIONAL REGISTER OF HISTORIC PLACES

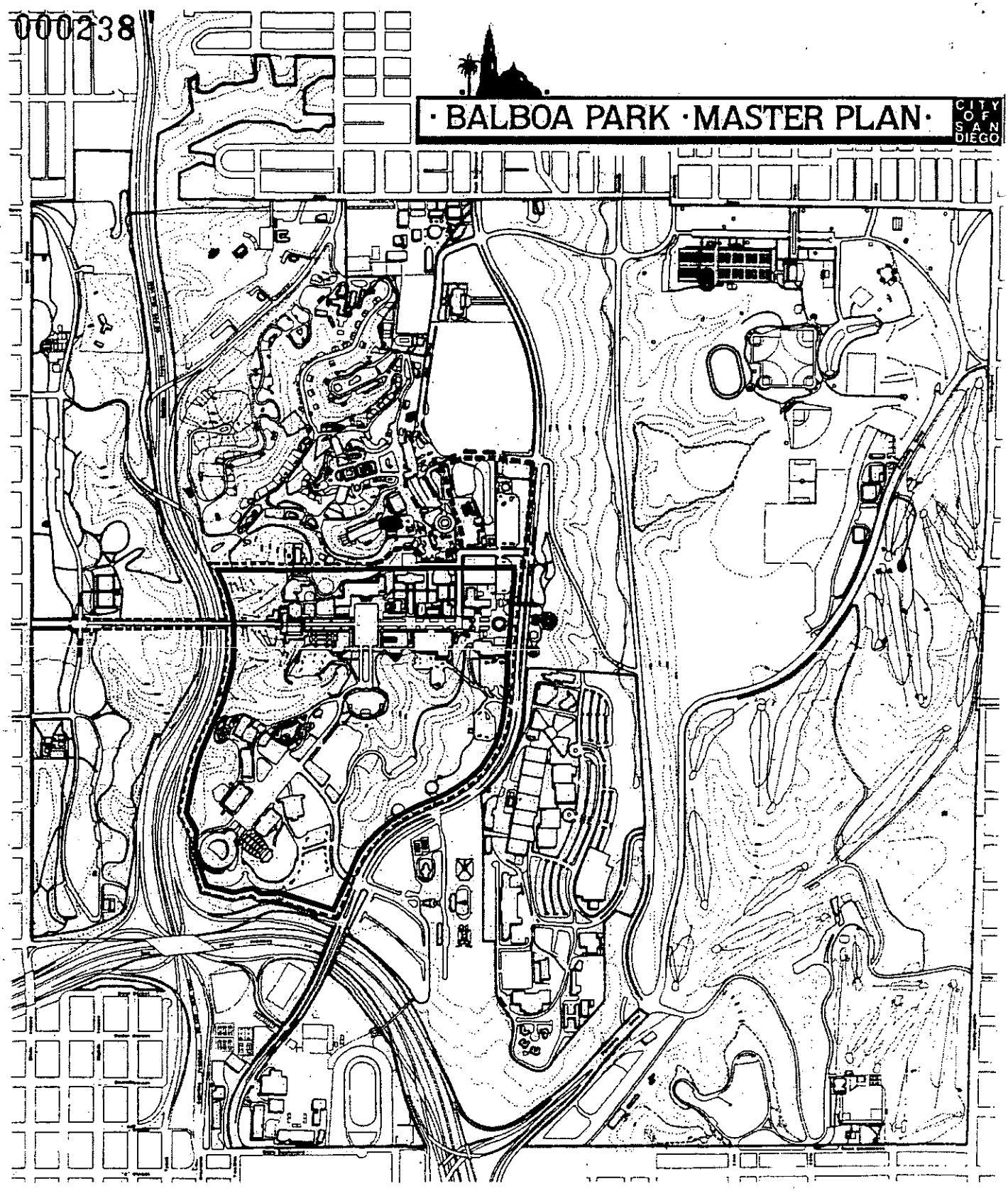
The National Register of Historic Places, administered by the Keeper of the Register, U.S. Department of the Interior, Washington, D.C., is the nation's official list of cultural resources worthy of preservation. The Register is a catalog of American culture, the tangible remains of our heritage. It is also an authoritative guide for federal, state, and local governments, and for citizen groups interested in protecting and enhancing these irreplaceable elements of our cultural environment.

Properties listed in the National Register are eligible for a variety of benefits including grants, loans, tax (cont'd. on page 93)

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LEGEND

EXISTING NATIONAL HISTORIC LANDMARK BOUNDARY

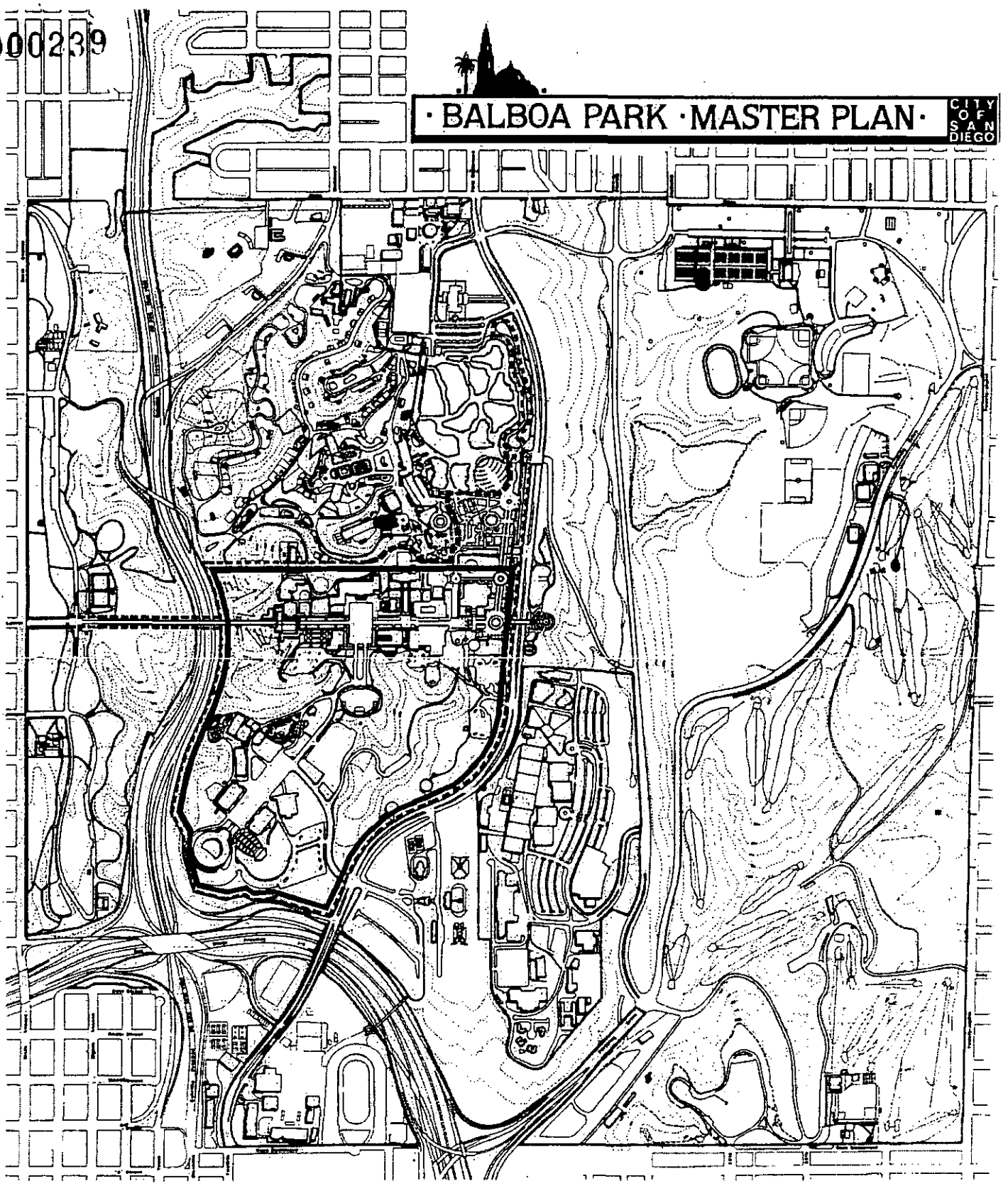
EXISTING LOCAL HISTORIC RESOURCE BOUNDARY

corrected Jan. 2003

Figure 17A

EXISTING HISTORICAL LANDMARK ZONES

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LEGEND

EXISTING NATIONAL HISTORIC LANDMARK BOUNDARY

RECOMMENDED AMENDED LOCAL HISTORIC RESOURCE BOUNDARY

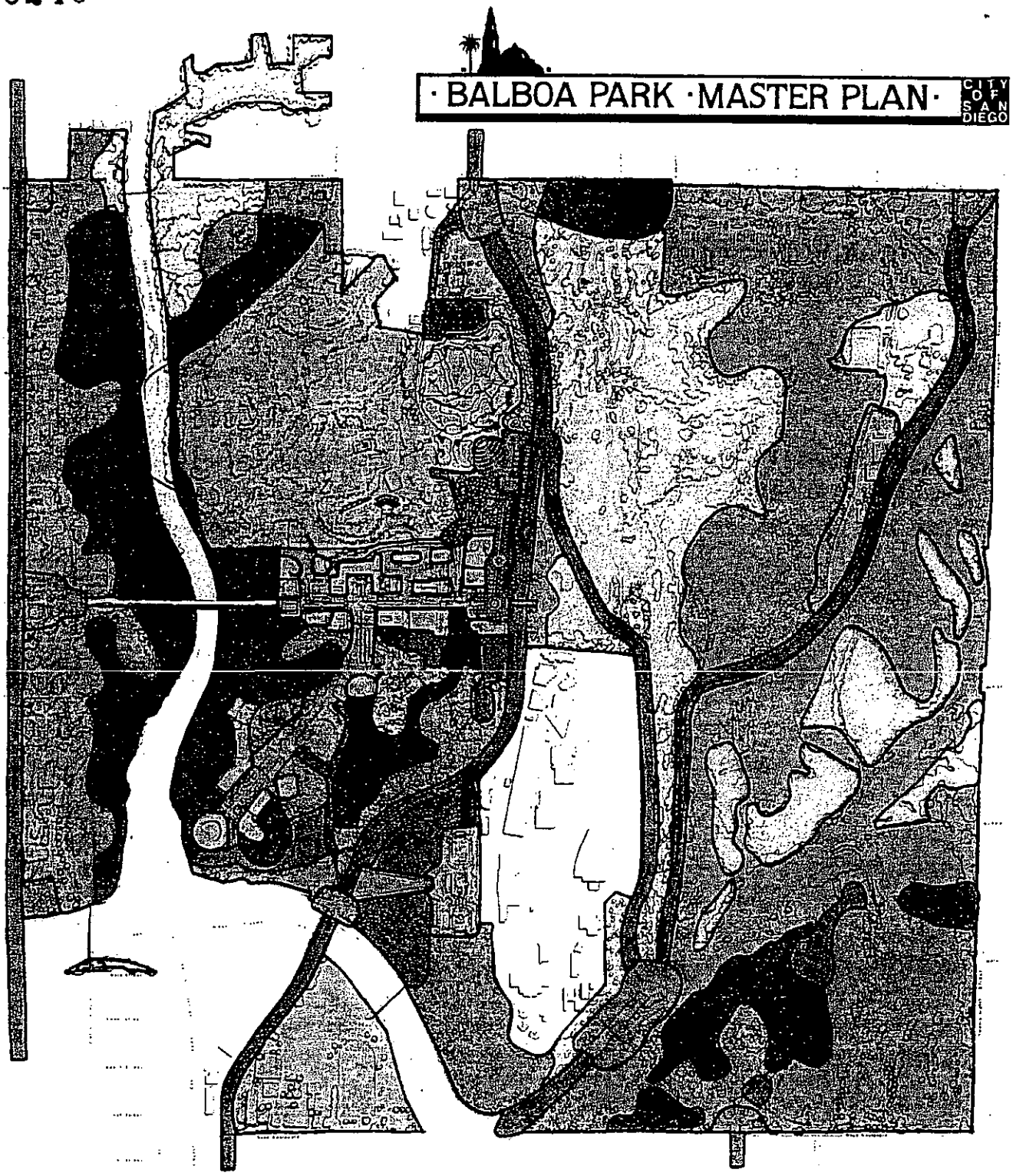
revised May 2003

Figure 17B

RECOMMENDED AMENDED LOCAL HISTORIC RESOURCE BOUNDARY

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000240


· BALBOA PARK · MASTER PLAN ·
CITY OF SAN DIEGO
LEGEND
MAJOR PARKWAY PLANTING
ENHANCED PARKING LOT PLANTING
ENTRY PLANTING
NATURAL AREAS
GROVE AREAS
PEDESTRIAN PLAZA AREAS
TURF AND TREE AREAS
SPECIAL TREATMENT AREAS
Figure 18
revised May 2003
CONCEPTUAL LANDSCAPE PLAN
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CITY OF SAN DIEGO



revised May 2003

LEGEND

- PRINCIPAL SECURITY LIGHTING AREAS*
- STREET AND PARKING LOT LIGHTING AREAS
- AESTHETIC LIGHTING AREAS
- SPORT FACILITY LIGHTING

*NOTE. SECURITY LIGHTING SHALL BE PROVIDED THROUGHOUT THE PARK THIS MAP INDICATES AREAS OF HIGHER INTENSITY SECURITY LIGHTING.

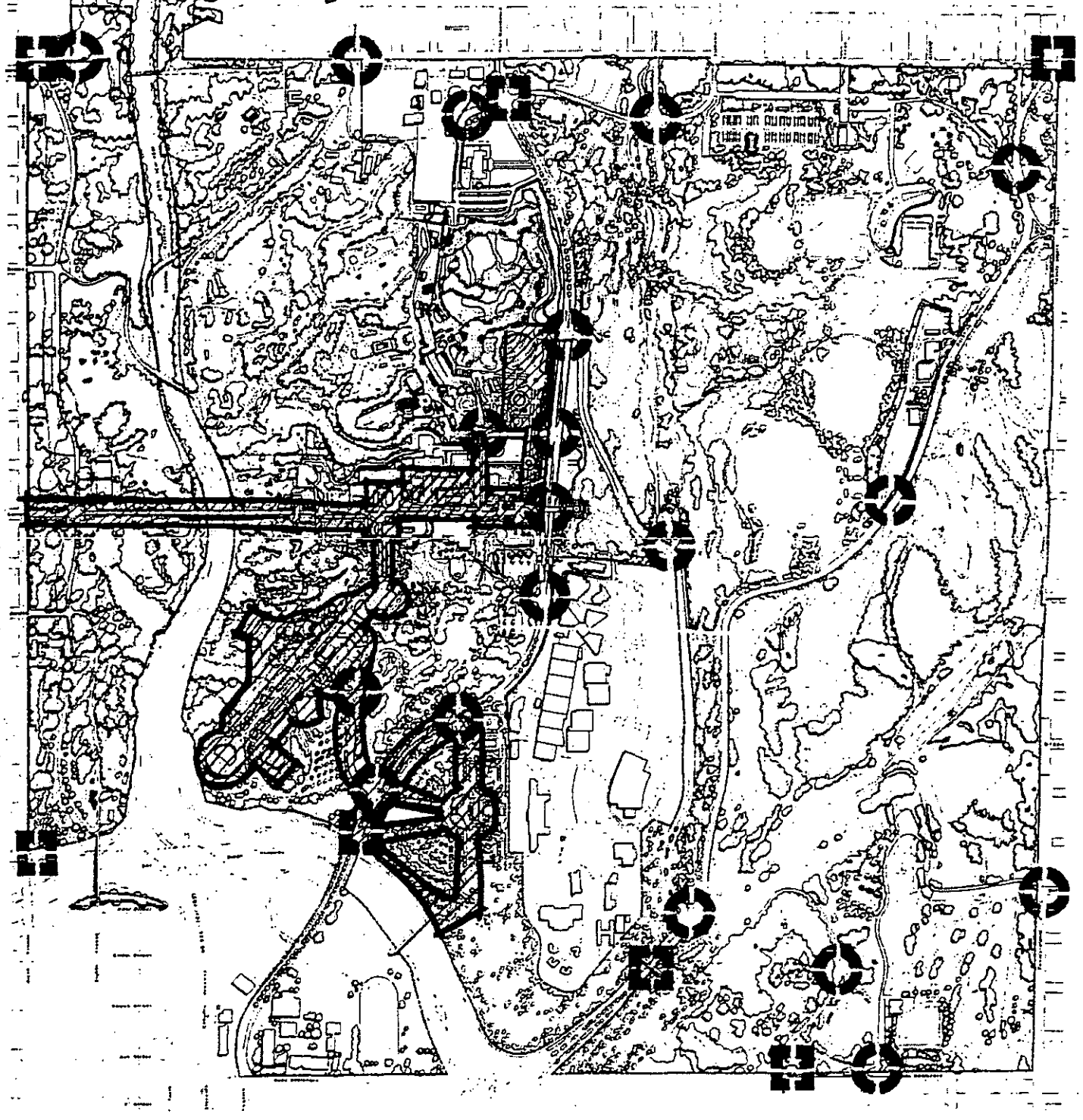
Figure 19

EXTERIOR LIGHTING CONCEPTS

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CITY OF SAN DIEGO



LEGEND

ENTRY SIGNAGE

SUB-AREA SIGNAGE

TEMPORARY SIGN ZONE

revised May 2003

Figure 20

SIGNAGE CONCEPTS

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Phase IV: FY 2004 - FY 2008

OBJECTIVES:

Reduce vehicle - pedestrian conflicts

Actions:

Consider closing Cabrillo Bridge to automobile traffic if transit, off-site parking, and shuttle system are adequately serving the Park. Build Park Promenade, parking structure, and greenbelt.

IMPROVEMENTS:	COST IN MILLIONS
- Tram system	1.0
- Central Mesa-East Mesa pedestrian/bicycle bridge	1.1
- Expand House of Pacific Relations	0.6
- Rehabilitate War Memorial Building/, add therapeutic pool	0.7
- Eighth Avenue pedestrian/bicycle bridge	1.2
- Reclaim water tank area	0.5
- Miscellaneous minor improvements at $250,000 per year	1.25

TOTAL PHASE IV = $6.35 Million

GRAND TOTAL PHASES = $100.2 MILLION (1989 PLAN)

Phase IV - Amendment in 2003

Park Boulevard Promenade, Park Boulevard greenbelt, parking structure, plazas $207.5 million (2003 dollars)

Project descriptions, scheduling and cost estimates are preliminary and are subject to change with the approval of the City Council.