

Navy Broadway Complex Appendix 8A Volume II - Summary of Comments

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Appendix 8A - Environmental Impact Statement - Volume II

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This document is the EIS, for which the Department of the Navy is the lead agency.

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Alternative A, the Navy's preferred alternative, would be developed with 3,250,000 sf of mixed uses (including 300,000 sf of above-grade parking).

A 1.9-acre public open space area would be provided for community use at the foot of Broadway, adjacent to the waterfront (see Figure 1-2). This area could potentially be combined with adjacent properties to create an even larger open space that could be considered a new waterfront gateway to downtown San Diego (Figure 1-4).

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Alternative A. 1,000,000 sf Office for Navy, 650,000 sf of office, 1,220,000 of hotel, 25,000 of retail for private, 85,000 sf for open space, 55,000 sf for museum, 800 parking spaces above ground for a total of 3,105 total parking spaces. Total square feet 3,250,000. FAR 5.45.

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Figure 1-2 Alternative A Illustrative.

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Figure 1-4. Perspective Sketches, Broadway Terminus, Alternative A.

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Figure 1-5. Perspective Sketches, Pedestrian Amenities, Alternative A.

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1.3 Discretionary Action. Development of any of the alternatives would require a number of discretionary actions. Provided below is a list of action that may be required and for which this environmental document may be used... Coastal Consistency Determination (California Coastal Commission).

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1.4.1 Scoping Comments... Land Use/Planning. Address compatibility of the proposed project in scale and character with the adjacent planned land uses.

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Alternative A. San Diego Centre City Community Plan Compatibility (Section 4.1). Project creates a strong linkage

between downtown and waterfront and implements goals of providing open space at the foot of Broadway and waterfront-oriented land uses. (B).

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Alternative A - Short Term Traffic Impacts (Section 4.2). Development of Phase I of the project by 1995 would not substantially affect any intersections (N).

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Alternative A. Long Term Intersection Traffic Impacts (Section 4.2). The operation of several intersections in the vicinity would be substantially affected: Grape/Pacific (S/M), Broadway/Harbor (S/M), Broadway/Pacific (S/M), Broadway/Front (S/M). Intersection improvements associated with the project or programmed by the City of San Diego would reduce impact at each intersection to below significance.

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Alternative A. Parking Impacts (Section 4.2). With implementation of a Travel Demand Management program, sufficient parking would be provided to meet parking demands onsite (N).

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Seismicity (Section 4.6). There is the potential that a branch of the active Rose Canyon fault may bisect the site. The project could be subjected to severe seismic shaking, with a potential onsite liquefaction hazard. Compliance with building code would be necessary (S/M).

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3.2.1 Alternative A.

A 1.9 acre open space would be provided at the foot of Broadway (see Figure 1-2, page 1-6). This open space area would help implement a long-standing desire by the City of San Diego to provide a gateway to the City from the waterfront. The City of San Diego and the San Diego Unified Port District may contribute adjacent property to create an even larger open space at the foot of Broadway (Coordination with the City and the Port District would be needed to reserve the adjacent area as open space. If reserved, an approximately 10-acre open space area at the foot of Broadway could be provided (See Figure 1-3, Page 1-7). The provision of open space outside of the project boundaries is not part of this project.

G Street would provide sidewalks up to 30 feet wide that would be landscaped to enhance pedestrian and visual access between the Marina neighborhood to the east and the G Street Mole at the waterfront.

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Figure 3-4 Alternative A.

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The basic project objectives of providing Navy offices at reduced cost to the taxpayers would be met, although some local financial assistance by the City of San Diego for infrastructure improvements (e.g., roadway and streetscape improvements) would be required.

If a contiguous segment of Broadway is abandoned and the Port District dedicates an adjacent similarly sized area of open space, and approximately 10-acre open space area at the foot of Broadway could be created, as depicted in Figure 3-4. Broadway could be re-routed around the open space to its terminus at Harbor Drive.

Block 1 - Below grade parking would be provided for 650 vehicles, which is 1 space per 1,000 sf.

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Alternative A - Showing 10 acre public open space at the foot of Broadway.

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Plan showing @ 10-acre park at the foot of Broadway.

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Block 2 - A total of 1,230 parking space would be provided, 430 below grade and 800 in a five to six floor, 300,000 sf encapsulated above-grade structure. Fleet vehicle parking and storage would be provided for 230 vehicles within this total. This is equal to about

1.23 spaces per 1,000 sf of which 0.23 space per 1,000 sf would be for storage of those vehicles and one space for 1,000 sf would be for patrons/employees of the Navy offices.

Block 3. This block would be developed with a 1,000 room, 745,000 sf hotel. Below grade parking would be provided for 750 vehicles, which is approximately 1 space per 1,000 sf or 0.75 spaces per room.

Block 4. Below grade parking would be provided for 475 vehicles at a ratio of 0.7 spaces per hotel room and 4 spaces per 1,000 sf of retail.

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Phasing Plan for Alternative A. For the purposes of this analysis, it is assumed that the project would be developed over an approximately 11-year period. Phase I 1992-1994: The hotel on Block 4 would be developed.

3.2.2 Alternative B.

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Figure 3-9. Alternative A. Possible Phasing Program.

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3.2.3 Alternative C.

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3.2.4 Alternative D.

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3.2.5 Alternative E.