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Alternative F.

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Alternative G

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Section 4 - Affected Environment, Environmental Consequences of the Proposed Alternatives, and Mitigation Measures.

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Surrounding Land Uses.

Land uses in the immediate vicinity include the following: Restaurant uses and parking are located immediately to the north across Broadway.

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Figure 4-2. Surrounding Land Use Context. 15 Parking (Lane Field).

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Figure 4-4 Public Pedestrian Access: Existing and with Alternative A. [Shows @ 10 acre open space at foot of Broadway.

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Along Block 1, the office building would provide ground floor pedestrian oriented retail uses, fronting onto a 1.9 acre open space area (which may be a component of a larger open space). This would provide an active pedestrian area that would have a beneficial land use effect.

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Pedestrian access along Pacific Highway would be improved by providing 20-foot wide sidewalks with substantial landscaping, and by stepping development back from the street so as to provide a more pedestrian oriented atmosphere. Buildings would be set back 75 feet from the property line to provide a 25 foot wide sidewalk along Broadway with Alternative A, creating sufficient space for street furniture, substantial landscaping, and high levels of pedestrian use.

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4.1.3 State of California Plans and Policies. Chapter 3 of the California Coastal Act provides planning and management policies for development within the coastal zone. The key policies relevant to the project site include maximizing public access, emphasizing visitor-serving commercial uses, protecting coastal resources, and locating new development.

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Figure 4-7. Surrounding Land Use Designations [Lane Field is designated commercial recreation]

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Public Access Policies. Alternative A includes a full waterfront block plus approximately one-third of an adjacent inland block (1.9 acres total) of Navy land as open space.

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Parking should be provided in accordance with City-adopted parking ratio, and all parking should be in encapsulated structures incorporated into building design, with a minimum of two below ground levels before any above ground levels are constructed.

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4.2 Transportation/Circulation.

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Parking. The largest off-street parking areas in the project vicinity are the lots at the County Administrative Center and the Land Field site, both to the north, with 1,232 and 1,195 spaces, respectively.

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The long-term assessment addresses the impact of a build out scenario for the Centre City area as identified by the City of San Diego and CCDC.

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Long term parking condition. Office Private 1.00 spaces per 1,000 sf, Hotel 0.75 spaces per room. Retail 4.0 spaces per 1,000 sf.

The City of San Diego has no minimum or maximum parking requirement for development in the Centre City area.

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The parking demand projections shown in Table 4.2-9 indicate that the on site supply provided for the various project alternatives would serve between 20 and 55 percent of the total demand.

Alternative A, B, D, E, and F would accommodate 80 percent of the parking demand, without TDM, and would require that 20 percent of the demand be met by off site parking.

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Table 4.2-9. Alternative A. Office (Private) 650,000 sf, supply 650, demand 1,625. Office (Navy) 1,000,000 sf, supply 1,000 sf, demand 2,500. Hotel 1,500 rooms, supply 1,125, demand 1,500. Retail 25,000 sf, supply 100, demand 25.

Total Supply 2,875. Total Demand 5,650. This does not include storage for the Navy fleet which is 230 spaces.