

3.0 Project Description

3.1 Project Objectives

In accordance with CEQA Guidelines Section 15124, the following primary objectives support the purpose of the project, assist the lead agency in developing a reasonable range of alternatives to be evaluated in this EIR, and ultimately aid decision-makers in preparing findings and overriding considerations, if necessary. The underlying purpose of the Balboa Park Plaza de Panama project is to restore pedestrian and park uses to the Central Mesa and alleviate pedestrian/vehicular conflicts (defined as vehicles and pedestrians crossing the same area at potentially the same time). To achieve this underlying purpose, six primary objectives are envisioned:

- Remove vehicles from the Plaza de Panama, El Prado, Plaza de California, the Mall (also called “the Esplanade”), and Pan American Road East while maintaining public and proximate vehicular access to the institutions which are vital to the park’s success and longevity.
- Restore pedestrian and park uses to El Prado, Plaza de Panama, Plaza de California, the Mall, and re-create the California Garden behind the Organ Pavilion.
- Improve access to the Central Mesa through the provision of additional parking, while maintaining convenient drop-off, disabled access, valet parking, and a new tram system with the potential for future expansion.
- Improve the pedestrian link between the Central Mesa’s two cultural cores: El Prado and the Palisades.
- Implement a funding plan including bonds that provides for construction of a self-sustaining paid parking structure intended to fund the structure’s operation and maintenance, the planned tram operations, and the debt service on the structure only.
- Complete all work prior to January 2015 for the 1915 Panama-California Exposition centennial celebration.

3.2 Discretionary Actions

Discretionary actions are those actions taken by an agency that call for the exercise of judgment in deciding whether to approve or how to carry out a project. For the project,

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the following discretionary actions would be considered by the San Diego City Council (with advisory votes by the Balboa Park Committee, Park and Recreation Design Review Committee, Park and Recreation Board, Historic Resources Board, and the Planning Commission) and are further described below:

- Balboa Park Master Plan Amendment
- Central Mesa Precise Plan Amendment
- Site Development Permit

3.2.1 Balboa Park Master Plan Amendment

The project would amend the 2004 BPMP to add the project components to the BPMP and to revise the Master Plan's Circulation and Parking patterns through the addition of the Centennial Bridge. The Amendment focuses primarily on the following aspects of the BPMP.

- **Circulation:** The BPMP calls for either allowing only eastbound traffic (when the tram is in operation) or closing the Cabrillo Bridge at such a time when off-site parking, transit, tram, and shuttle systems provide adequate access to the Prado and Palisades areas. The BPMP Amendment would amend the Circulation Plan to add the Centennial Bridge and the resulting circulation concept of the project.
- **Parking Structure.** The BPMP calls for the development of a 1,000- to 1,500-space parking structure in the location of the existing Organ Pavilion surface parking lot. The proposed structure would contain 797~~8~~ spaces due to substantial engineering and cost constraints. A parking structure with a minimum of 1,000 spaces would have additional requirements for mechanical ventilation and additional lighting.

3.2.2 Central Mesa Precise Plan Amendment

The project would amend the 2004 CMPP to refine and provide further detail to the recommendations set forth in the CMPP as related to the project. The Amendment focuses primarily on the following aspects of the CMPP.

- **Circulation.** The CMPP calls for the Cabrillo Bridge and El Prado to allow eastbound-only traffic for access to the Organ Pavilion parking structure, while the tram is in service; otherwise two-way traffic would be permitted. The CMPP Amendment would revise the overall circulation concept of the project to allow two-way traffic on the Cabrillo Bridge while closing El Prado to through traffic. The alignment of the Centennial Road from the Mall to the Organ Pavilion parking structure and Presidents Way is consistent with the alignment of the corresponding road that is identified in the CMPP.

- **Parking Structure.** The existing CMPP calls for the development of a 1,000- to 1,500-space parking structure in the location of the existing Organ Pavilion surface parking lot. The proposed structure would contain 797~~8~~ spaces due to substantial engineering and cost constraints. The CMPP Amendment would reflect this change.

3.2.3 Site Development Permit

An SDP is required to allow for deviations from the street design standards, the ESL, and the Historical Resources Regulations, as discussed in more detail below.

3.2.3.1 Environmentally Sensitive Lands

Most steep slopes within the project area are not natural, but are instead the result of previous manmade disturbances that have occurred during the 50-plus-year occupation of the Central Mesa. However, the project is subject to the ESL Regulations of the San Diego LDC, because portions of the Park (including the project site) contain naturally steep hillsides. Approximately 8.8 percent of the 15.4-acre project site (1.35 acres) contains steep hillsides, as defined by the ESL Regulations. Project grading would encroach into 0.121 acre of ESL steep slopes (0.79 percent of the total project area). The encroachment into the steep slopes would require a deviation from Municipal Code, §143.0101 et seq. The proposed deviation is listed on the SDP and discussed in greater detail within Section 4.1.2.1.c of this document. There are no ESL steep slopes within the off-site Arizona Street Landfill project component.

3.2.3.2 Historical Resources Regulations

The Centennial Bridge component of the project would result in modifications to the Cabrillo Bridge and construction of the Centennial Bridge on top of the rim of Cabrillo Canyon, located southwest of the California Quadrangle. As described in greater detail within Section 4.1, Land Use, this aspect of the project would not comply with Secretary of the Interior (SOI) Rehabilitation Standards 2 and 9, and would in turn, deviate from the Historical Resources Regulations of the City's LDC.

3.2.3.3 Street Design Deviations

The SDP includes deviations (A–D) from the standard commercial local street section, which per the City's Street Design Manual, should include a parkway width of 20 feet, with 8 percent maximum grade and a minimum centerline radius of 290 feet. The proposed Centennial Road would have 14-foot lanes (no pedestrian walkways) with a 28-foot curb-to-curb width and a minimum centerline radius of 83 feet. Grades would comply with standards. The proposed Centennial Bridge would also have 14-foot travel lanes, but would include an 8-foot pedestrian walkway along the outer radius of the

bridge separated from vehicular traffic by a low crash rated barrier. The proposed roadway widths are consistent with the approved CMPP and are consistent with existing internal park roadways.

3.3 Project Overview

The six individual project components are shown on Figure 3-1 and the conceptual master plan is shown on Figure 3-2. The various components of the project are listed below and a detailed description of each component is included in Section 3.4.

1. Plaza de Panama
2. El Prado and Plaza de California
3. Centennial Bridge and Centennial Road
4. Alcazar Parking Lot
5. The Mall and Pan American Promenade
6. Parking Structure, Rooftop Park, ~~and Tram~~, and Arizona Street Landfill

Presently, vehicles entering the Park from the west proceed across the Cabrillo Bridge/El Prado and enter the ~~Prado core~~ through Plaza de California. Traffic flows along El Prado and then into Plaza de Panama, where limited parking is available. Cars may then continue south toward the Alcazar parking lot or the Organ Pavilion parking lot via Pan American Road.

The basic concept of the project is to remove vehicular access and parking from the Plaza de Panama, El Prado, Plaza de California, the Mall, and Pan American Road East. This would allow these areas to be pedestrian only, as well as reclaim additional park acreage for visitor usage. Traffic would be routed via a two-way circulation pattern. A new two-way bridge, "Centennial Bridge," would connect the eastern end of Cabrillo Bridge to the western side of the Alcazar parking lot. At that point the new two-way "Centennial Road" would flow through the Alcazar parking lot, exiting to the east; then continuing to the south where vehicles can access the new Organ Pavilion parking structure via two entry ramps, connecting into Presidents Way (Figure 3-3). A tram would provide service from the parking structure to the Plaza de Panama. Existing one-way access along Pan American Road West and Pan American Place would continue to be restricted to authorized/emergency vehicles only.

The design inspiration for the proposed rehabilitation of the Plaza de Panama, El Prado, Plaza de California, and the Mall are based upon the Goodhue design for the 1915 Panama-California Exposition and the Requa design for the 1935 California Pacific International Exposition as well as studies of the San Diego History Center's website and extensive articles and digitized newspaper accounts from the period that have been compiled by Richard Amero. The best source for understanding Bertram Goodhue's design intent for the 1915 Panama-California Exposition is his 1916 book, *The*



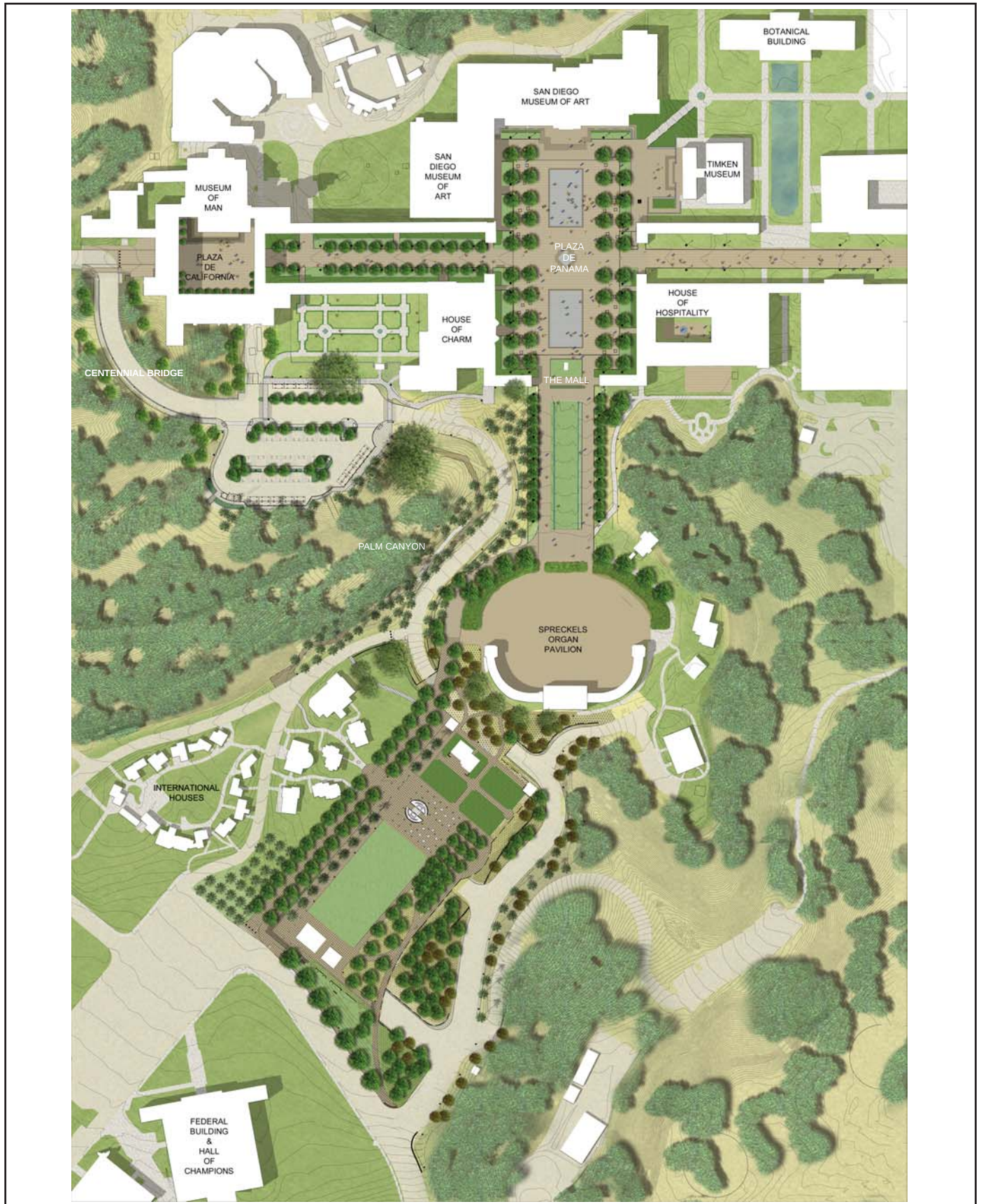
- Proposed Plaza Tram/Shuttle Route
- Proposed Organ Pavilion Parking Structure
- Proposed Pedestrian Restoration
- Proposed Roadways
- Alcazar Parking Lot
- Existing Park-wide Tram Route

- 1 Plaza de Panama
- 2 El Prado and Plaza de California
- 3 Centennial Bridge and Centennial Road
- 4 Alcazar Parking Lot
- 5 The Mall and Pan American Promenade
- 6 Parking Structure and Rooftop Park

No Scale



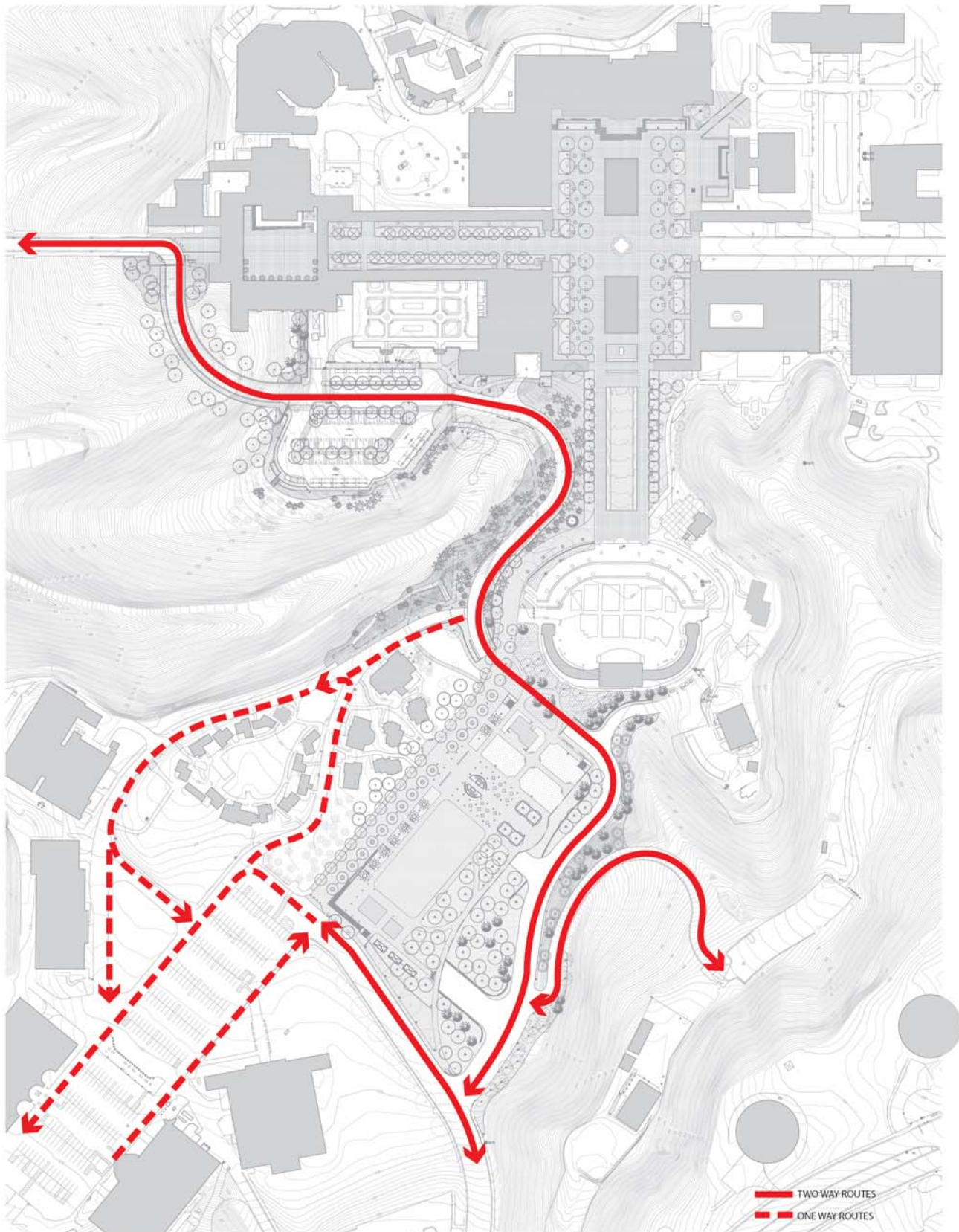
FIGURE 3-1
Site Plan



No Scale



FIGURE 3-2
Conceptual Master Plan (Revised)



No Scale



FIGURE 3-3
Proposed Vehicular Circulation (Revised)

Architecture and the Gardens of the San Diego Exposition. There are specific references to design choices throughout the Park, including the inspirations for many of the buildings found in Spain and Mexico.

Regarding the 1935 Exposition, lead architect Richard S. Requa wrote a book in 1937 (modeled after Goodhue's 1915 memoir) called *Inside Lights on the Building of San Diego's Exposition: 1935*.

3.4 Description of Project Components

The historic context of the individual components of the project is provided below along with the project proposal for each.

3.4.1 Plaza de Panama

3.4.1.1 Historic Context

The historic use of the Plaza de Panama during both the 1915–16 and 1935–36 Expositions was pedestrian open space. During these two periods the Plaza was completely open for pedestrian circulation, marching bands, exhibits, and special events. Parking was initially introduced in the Plaza after the first exposition. It is believed that the Plaza surface was decomposed granite impregnated in an asphaltic base. Originally, the Plaza was defined by five temporary buildings designed by renowned architect Bertram G. Goodhue in the Spanish Colonial Revival style. Figure 3-4 provides photographs of the plaza as it was originally designed in 1915 and as it appears today.

Of the five “temporary” buildings constructed for the expositions, only the two southernmost buildings survive (as reconstructions): the House of Charm (1996) and the House of Hospitality (1997). The building on the north end is the 1926 San Diego Museum of Art, which replaced the 1915 Sacramento Valley Building. The other two buildings on the northern portion on the Plaza are non-historic: the Timken Museum of Art (1964) and the San Diego Museum of Art Auditorium and Sculpture Garden (1965). These later two buildings were built in Modernist styles.

During the 1935–36 California Pacific International Exposition, two large reflecting pools and a ceremonial arch were added in the Plaza, parking was eliminated, and the Plaza (at least at the edges) was once again returned to pedestrian use (Figure 3-5). After 1936, the reflecting pools and arch were removed and parking and vehicular circulation again returned to the Plaza. In the existing condition, the majority of the Plaza is used for parking (54 cars) with vehicle traffic in the south and central areas. Currently, pedestrian access across the Plaza conflicts with vehicular traffic and the center of the Plaza is cut off from pedestrian use by a traffic circle and parking aisles.



Plaza de Panama in 1915



Plaza de Panama in 2010

FIGURE 3-4
Plaza de Panama in 1915 and 2010



Plaza de Panama in 1935



Plaza de Panama in 2010

FIGURE 3-5
Plaza de Panama in 1935 and 2010

3.4.1.2 Proposed Project

Parking and vehicle circulation would be removed from the Plaza de Panama and the Plaza would be redesigned with non-asphalt specialty paving, shade trees, movable tables and chairs, 1915 replica lighting, and other amenities, such as the shallow reflecting pools, that can be turned off to accommodate large events and festivals. The Plaza would incorporate shade trees along the eastern and western sides of the Plaza, with the central portion of the Plaza remaining mostly open for flexibility. The fountain located in the center of the Plaza (added in 1995 pursuant to the CMPP) would be retained and is incorporated into the project. Figures 3-6 and 3-7 illustrate the proposed design for the Plaza. The landscaping, site furniture, water features, lighting, and signage are described further in the Landscaping section (Section 3.5 below).

3.4.2 El Prado¹ and Plaza de California

3.4.2.1 El Prado

The Plaza de California is a small plaza encircled by the California Building. El Prado is the primary east-west circulation element that runs through the Central Mesa, from Sixth Avenue to the Plaza de Balboa. Historic photographs show visitors strolling along El Prado, framed by long arcades, decorative street lights, and neatly manicured black acacia trees. The top photograph in Figure 3-8 shows El Prado as it appeared during the 1915 Exposition.

Immediately after the 1915–16 Exposition, vehicular traffic took over El Prado, and traffic has continued to flow from the Cabrillo Bridge east through the Plaza de California and along El Prado ever since. The only exception to this was during the 1935-36 Exposition when only pedestrians and shuttle buses were allowed.

The bottom photograph on Figure 3-8 shows El Prado in 2010. In the existing condition, Cabrillo Bridge/El Prado is the only access to the Park from the west, and the heavy use of the roadway by vehicular traffic influences both the form and function of this axis. The project would allow only pedestrian use in the El Prado as shown on Figure 3-9. Note that automobiles were removed from El Prado east of the Plaza de Panama in the 1970s. The Prado west of Plaza de Panama still carries automobile traffic.

¹ “El Prado” is the official street name assigned to “The Prado” as identified in the BPMP and the CMPP. It extends from Sixth Avenue east almost to Park Boulevard (Plaza de Balboa). Institutions along El Prado use this as their street/mailling address. Therefore, the name “El Prado” has been used in this EIR and permitting documents in place of the name “The Prado.”



FIGURE 3-6
Plaza de Panama

Image Source: Seven G



FIGURE 3-7
Plaza de Panama



El Prado in 1915



El Prado in 2010

FIGURE 3-8
El Prado in 1915 and 2010



FIGURE 3-9
Rendering of El Prado Design

3.4.2.2 Plaza de California

The Plaza de California was historically used as a pedestrian square during the 1915-16 Exposition, and later during the 1935-36 Exposition. Vehicular use of El Prado currently limits this use (refer to Figure 3-10 for images of the Plaza de California in 1915 and currently). Vehicle traffic would be removed from El Prado to allow pedestrians to access the main axis of the Park. Figure 3-11 provides a rendering of the proposed plaza's appearance.

3.4.3 Centennial Bridge and Centennial Road

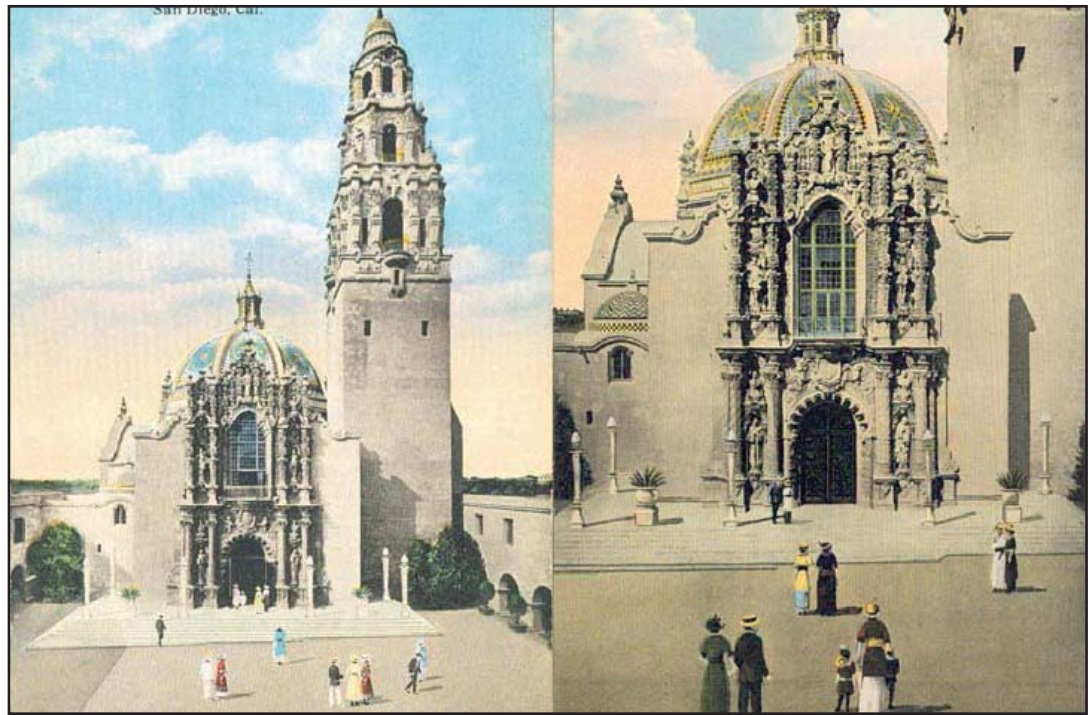
3.4.3.1 Centennial Bridge

The Centennial Bridge and Centennial Road are proposed to reconfigure vehicular traffic flow and enable the Plaza de California, El Prado, Plaza de Panama, and the Mall to be dedicated to pedestrians. The Centennial Bridge would be 44 feet wide (edge-to-edge), with two 14-foot-wide vehicular travel lanes for two-way traffic. There would also be an 8-foot wide walkway on the outer radius for pedestrians, separated from vehicles by a traffic barrier. The Centennial Bridge, as proposed, is 405 feet long from Cabrillo Bridge to the Alcazar parking lot, would span 330 feet between the abutments, and would be supported by six rectangular shaped columns, with approximately 50 feet spacing between columns.

Figure 3-12 shows the Centennial Bridge's proposed attachment location. The Centennial Bridge would require removal of approximately 70 linear feet of the existing railing and sidewalk at the east end of the Cabrillo Bridge and would have an expansion joint where it connects to the Cabrillo Bridge making the two structures independent from one another; meaning that no forces would be transferred from one bridge to the other, ensuring that the Centennial Bridge would have no direct structural effect on the Cabrillo Bridge. The Centennial Bridge would continue eastward across Cabrillo Canyon around the southwest corner of the Museum of Man. The bridge would be curved, would span the existing canyon (60 feet in height at the deepest point of the canyon), and then connect to the existing Alcazar parking lot. At this point, it would be at a slightly higher elevation than the Cabrillo Bridge.

Figure 3-13 shows the Cabrillo Bridge and California Building as they appeared in 1915 and as they appear today. Figure 3-14 provides an aerial view of the location with and without the proposed Centennial Bridge. The bridge would be separated from the southwest corner of the California Building by 55 feet.

The Centennial Bridge would be constructed of concrete and designed to minimize its overall depth/size and the visibility (Figure 3-15). The bridge, abutments, and columns are designed to be simple and thin.



Plaza de California in 1915



Plaza de California in 2010

FIGURE 3-10
Plaza de California in 1915 and 2010



FIGURE 3-11
Rendering of Plaza de California Design

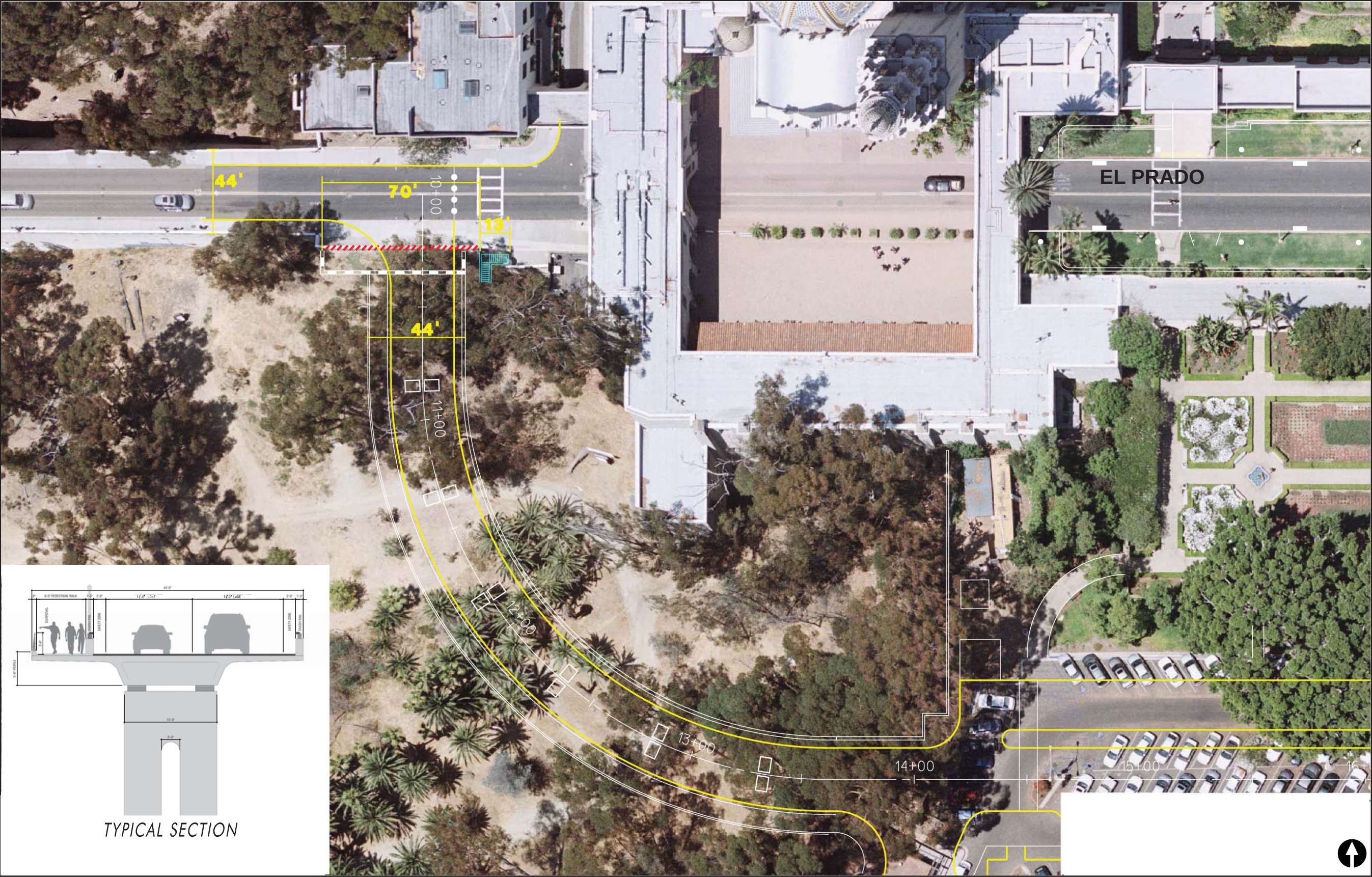
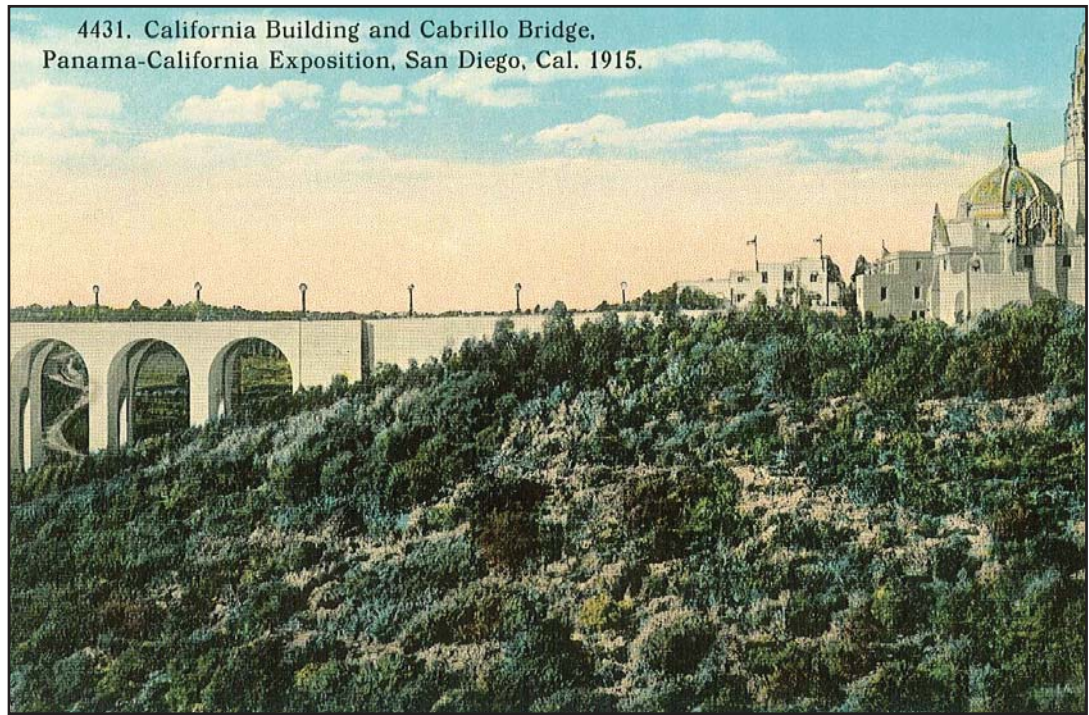


FIGURE 3-12
Centennial Bridge Connection to
Cabrillo Bridge Abutment



The Cabrillo Bridge in 1915



The Cabrillo Bridge in 2010

FIGURE 3-13
The Cabrillo Bridge as it Appeared in 1915 and 2010



View of Cabrillo Bridge without Centennial Bridge



View of Cabrillo Bridge with Centennial Bridge

FIGURE 3-14
View of Cabrillo Bridge with and
without Proposed Centennial Bridge



View of Cabrillo Bridge without Centennial Bridge



View of Cabrillo Bridge with Centennial Bridge

FIGURE 3-15
Rendering of Proposed Centennial Bridge Design

3.4.3.2 Centennial Road

The Centennial Road would consist of two lanes measuring 28 feet (14 feet each) in width, and would connect the Alcazar parking lot to the new Organ Pavilion parking structure and continue on to Presidents Way. The proposed alignment would follow the existing drive that connects Pan American Road with the Alcazar parking lot for a portion of its length. The Centennial Road is proposed to drop down and become grade separated in order to allow vehicles to pass below the pedestrianized Pan American Road to access the east side of the new underground parking structure.

To accomplish this, the Centennial Road would traverse the edge of Palm Canyon (Figure 3-16) and the southerly portion of the proposed Centennial Road would encroach upon the ornamental plantings within Palm Canyon. Accordingly, the proposed project would realign and extend the 1970s Palm Canyon Walkway which is an existing raised wood pedestrian path that connects the Alcazar parking lot with the Mall. The project would extend the existing walkway from its current terminus to the International Cottages. The new addition would intersect with the existing walkway and would curve through and around the existing palms (see Figure 3-2).

3.4.4 Alcazar Parking Lot

The Alcazar parking lot currently contains 136 total parking spaces including 5 Americans with Disabilities Act (ADA) spaces. This parking lot would be reconfigured (Figure 3-17) to provide drop-off, loading, valet stacking, and disabled access parking. The lot would be reconfigured to accommodate the relocated ADA spaces from the Plaza de Panama and would include a total of 32 ADA spaces as well as a passenger drop-off area adjacent to Alcazar Garden.

In addition, approximately 18 valet stacking spaces would be located along the southern and eastern edges of the parking lot, which would approximately double the current capacity for valet services. A small valet booth (36 square feet [sf]) and linear wood log pergola structure associated with the valet services would be located along the eastern edge of the parking lot.

For those visitors utilizing the drop-off, valet and/or disabled parking spaces, the reconfigured Alcazar parking lot would serve as the entry point into the Central Mesa; either through the adjacent Alcazar Garden or via a new ADA compliant pedestrian walkway behind the House of Charm. The drop-off area would allow cars to pull out of the flow of traffic and stop without blocking traffic. The existing sidewalk adjacent to the Alcazar Garden would be widened to provide a more generous entry plaza. The proposed vehicular movements are depicted on Figure 3-18. Disabled visitors and those using the valet service or being dropped off would be able to access El Prado through the Alcazar Garden as they do today (Figure 3-19).

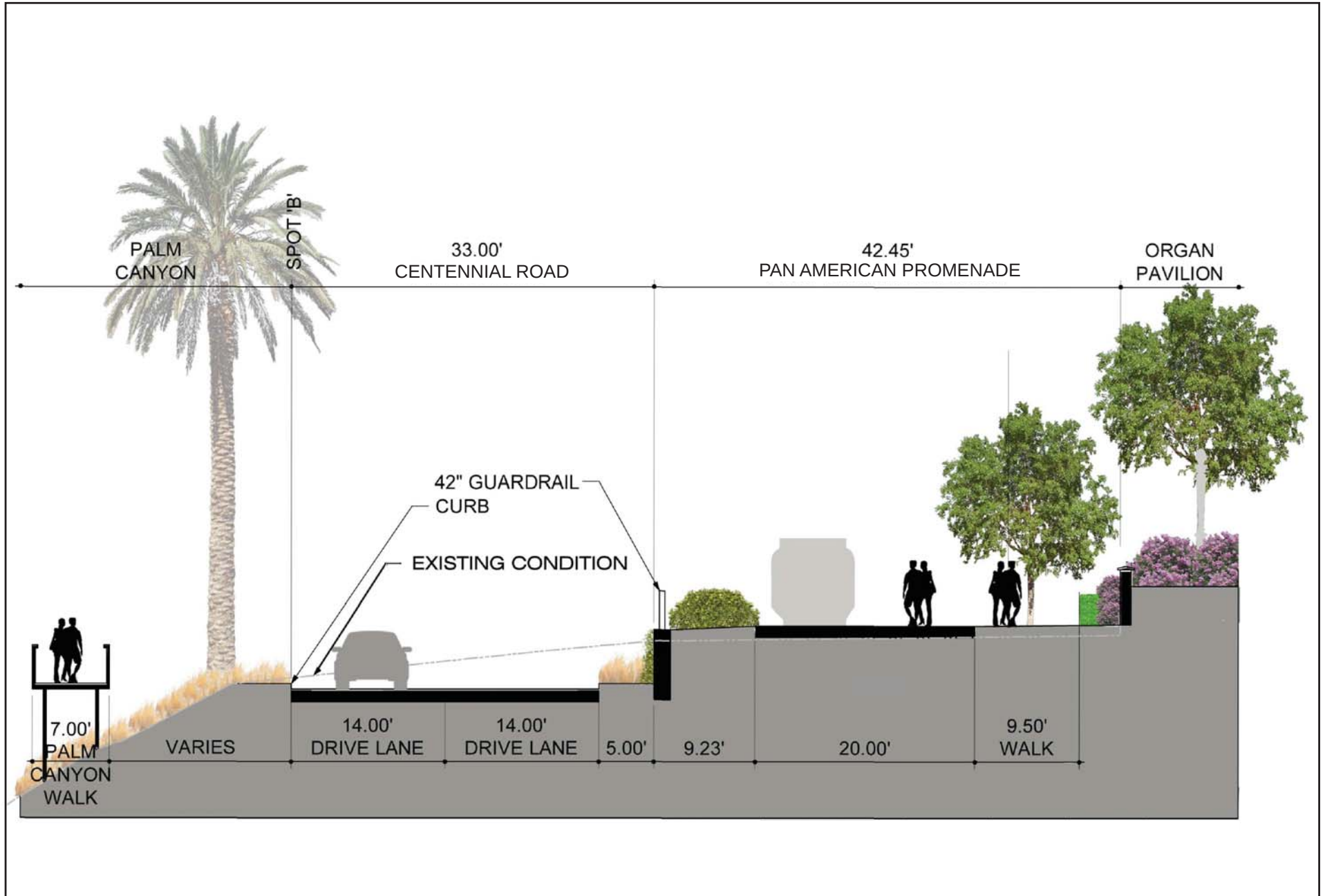
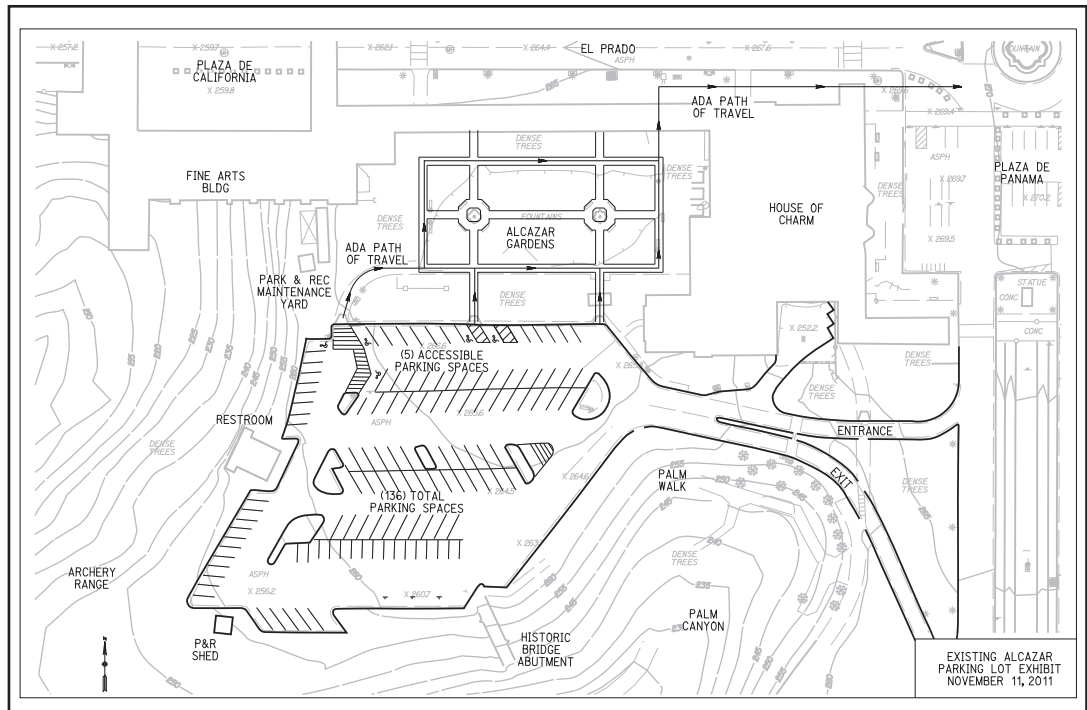


FIGURE 3-16

Conceptual Cross Section of Reconfigured
Pan American Promenade and Palm Canyon Walkway (Revised)



Existing Condition



Parking Lot Redesign

FIGURE 3-17
Proposed Alcazar Parking Lot Redesign

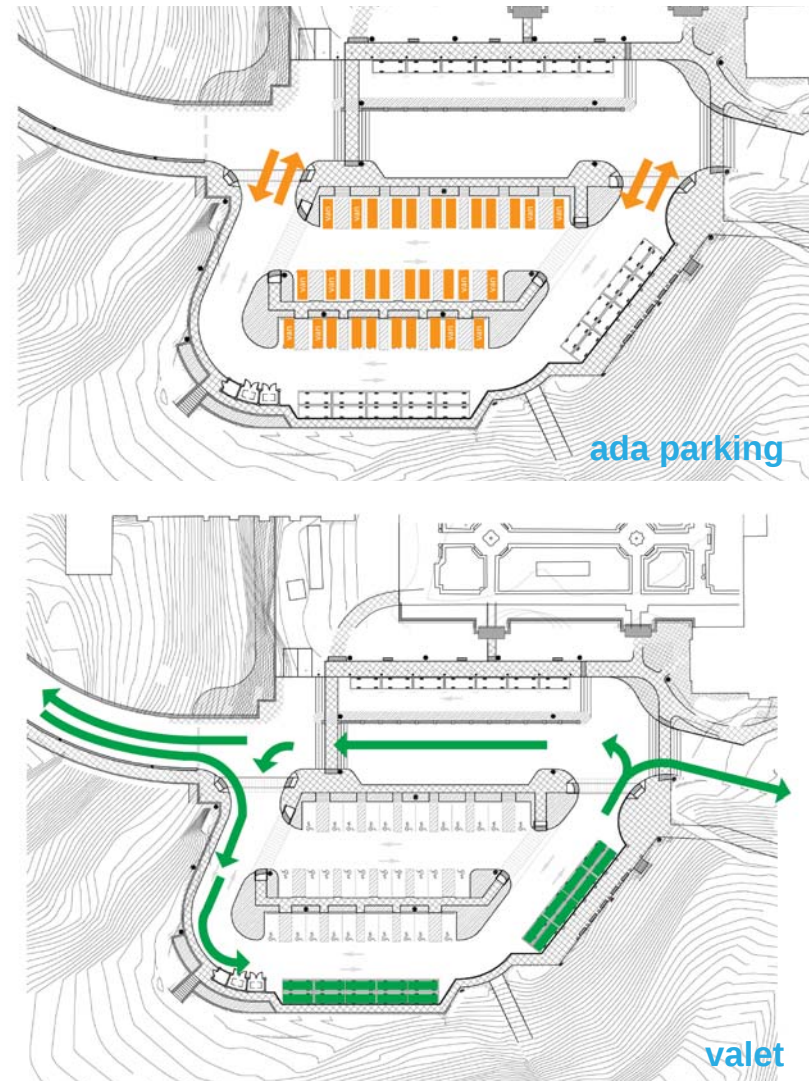
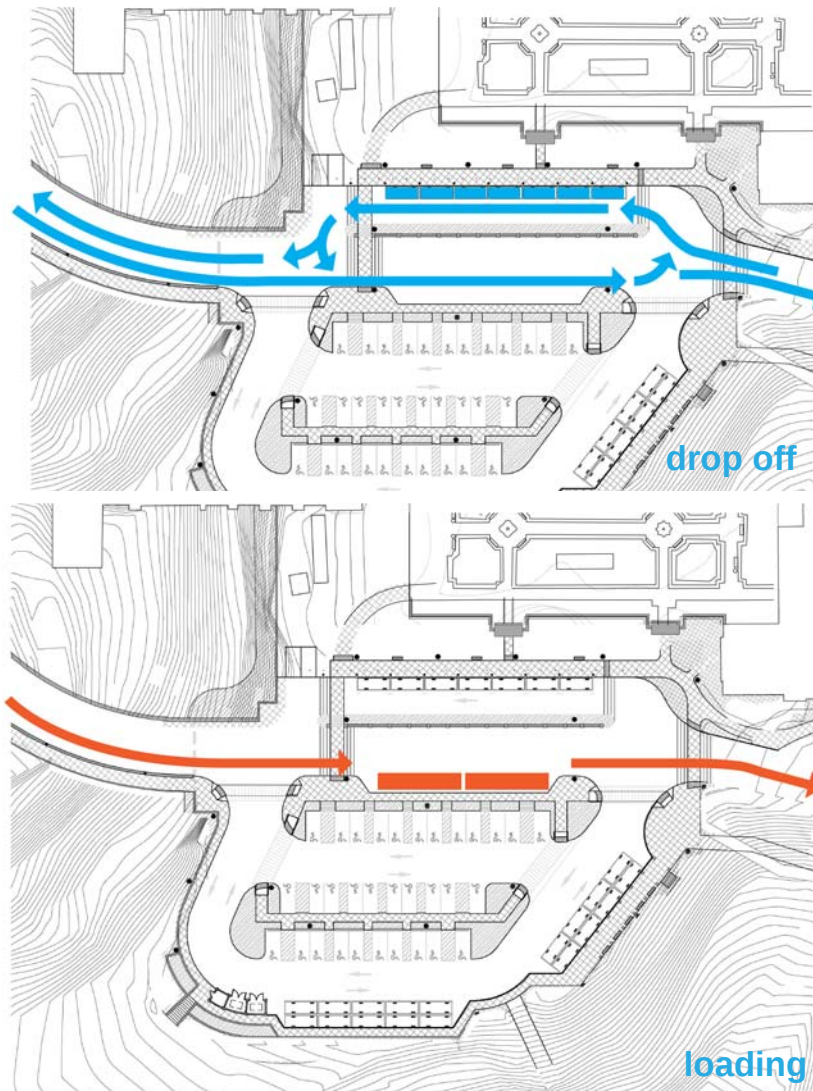
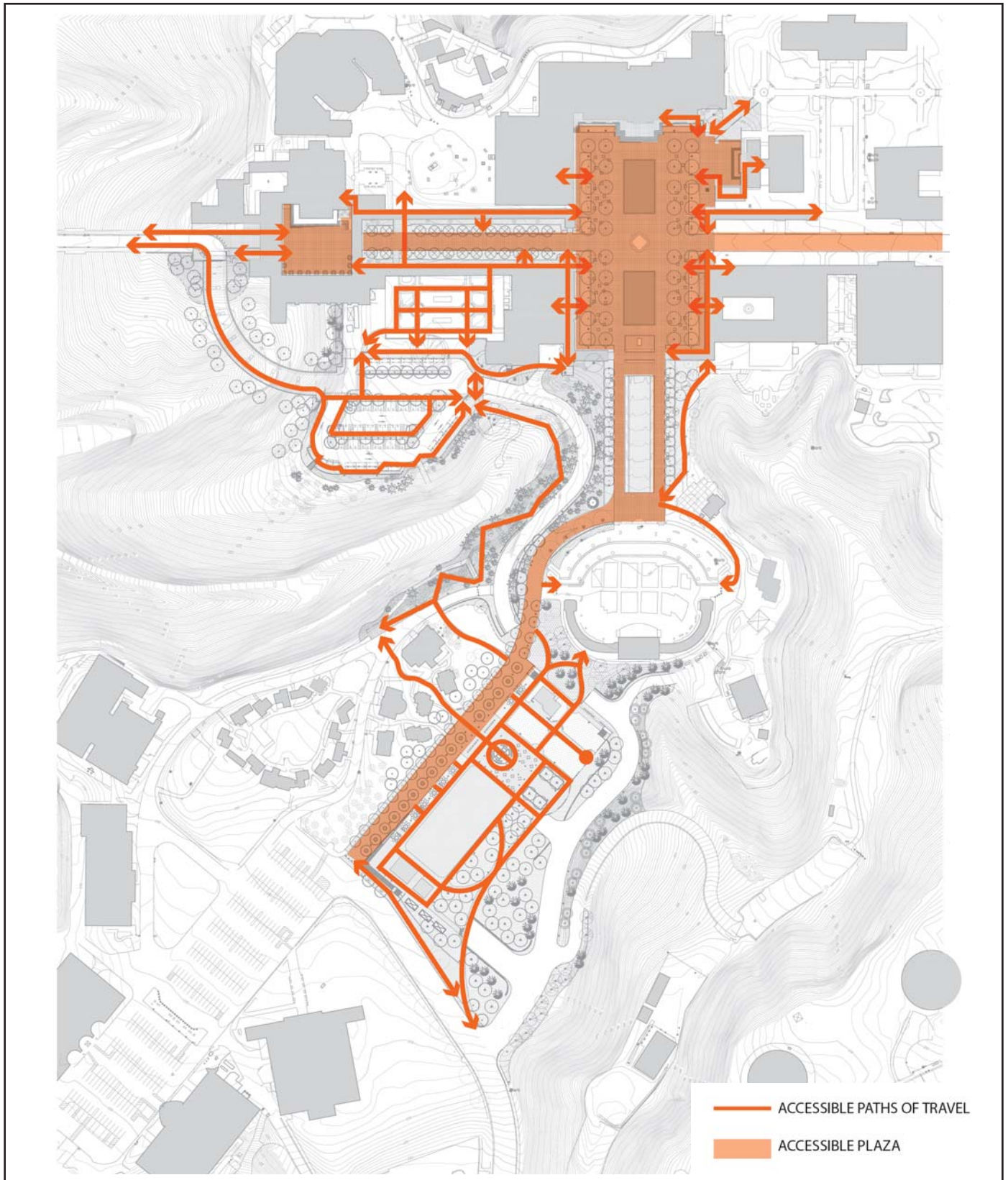


FIGURE 3-18
Proposed Vehicle Movements for Alcazar Parking Lot



No Scale



FIGURE 3-19
Proposed ADA Accessible Routes (Revised)

In the southwest corner of the parking lot, a new set of stairs would be added to provide access into the archery range, and a small single fixture restroom would replace the existing restroom/storage building which is to be demolished. A small ~~dumpster~~trash enclosure would be provided adjacent to the restroom.

In addition, the project would include a raised pedestrian bridge and walkway along the rear (south) side of the House of Charm/Mingei Museum. The House of Charm pedestrian bridge/walkway would be a concrete structure, with a ~~white~~-stucco or light sand finish, in order to be compatible with the House of Charm. The bridge railing would be steel, powder-coated dark olive green similar to the existing arcade railing adjacent to the House of Charm (Figure 3-20). The new walkway would provide direct ADA compatible pedestrian access from the Alcazar parking lot to the Plaza de Panama through the arcade adjacent to the House of Charm/Mingei Museum; but would be designed such that it would span the Museum's loading area. The pedestrian movements associated with the reconfigured Alcazar parking lot are shown on Figure 3-21.

3.4.5 The Mall and Pan American Promenade

Pan American Road East (as it is denoted in the *Thomas Guide*) is the segment of street that connects the Plaza de Panama to Presidents Way. The portion of Pan American Road East consisting of the roadway and landscaped median between the Plaza de Panama and the Spreckels Organ Pavilion is referred to as "The Mall." The Mall and Pan American Road are currently used to provide vehicular connection around the Organ Pavilion to Presidents Way and Park Boulevard. Figure 3-22 illustrates the Mall's use as a landscaped pedestrian walkway in 1915 and as it appears today.

The project would reroute vehicle traffic to the Centennial Road (see Section 3.4.3.2) west of the Mall (Figure 3-23). This would enable the Mall to be reproporioned to recall the historic design by widening the median lawn, removing non-historic walkways, and re-establishing the historic tree and street light pattern, while accommodating managed vehicle use (tram and emergency or special event vehicles only). Figure 3-24 shows the existing Mall and a rendering of the redesign.

Pan American Road East would be converted to a promenade that would provide a tram and pedestrian route connecting the Mall to the Organ Pavilion, the Palisades, and the park atop the underground parking structure. This tram and pedestrian route is identified in the CMPP as the "Pan American Promenade" and will be referred to as such throughout this document and permitting documents. As discussed in Section 3.4.3.2, the Centennial Road would allow vehicles to pass below Pan American Promenade to access the east side of the new underground parking structure discussed in Section 3.4.6 below. The Promenade (Figure 3-25) would be shared with a new tram

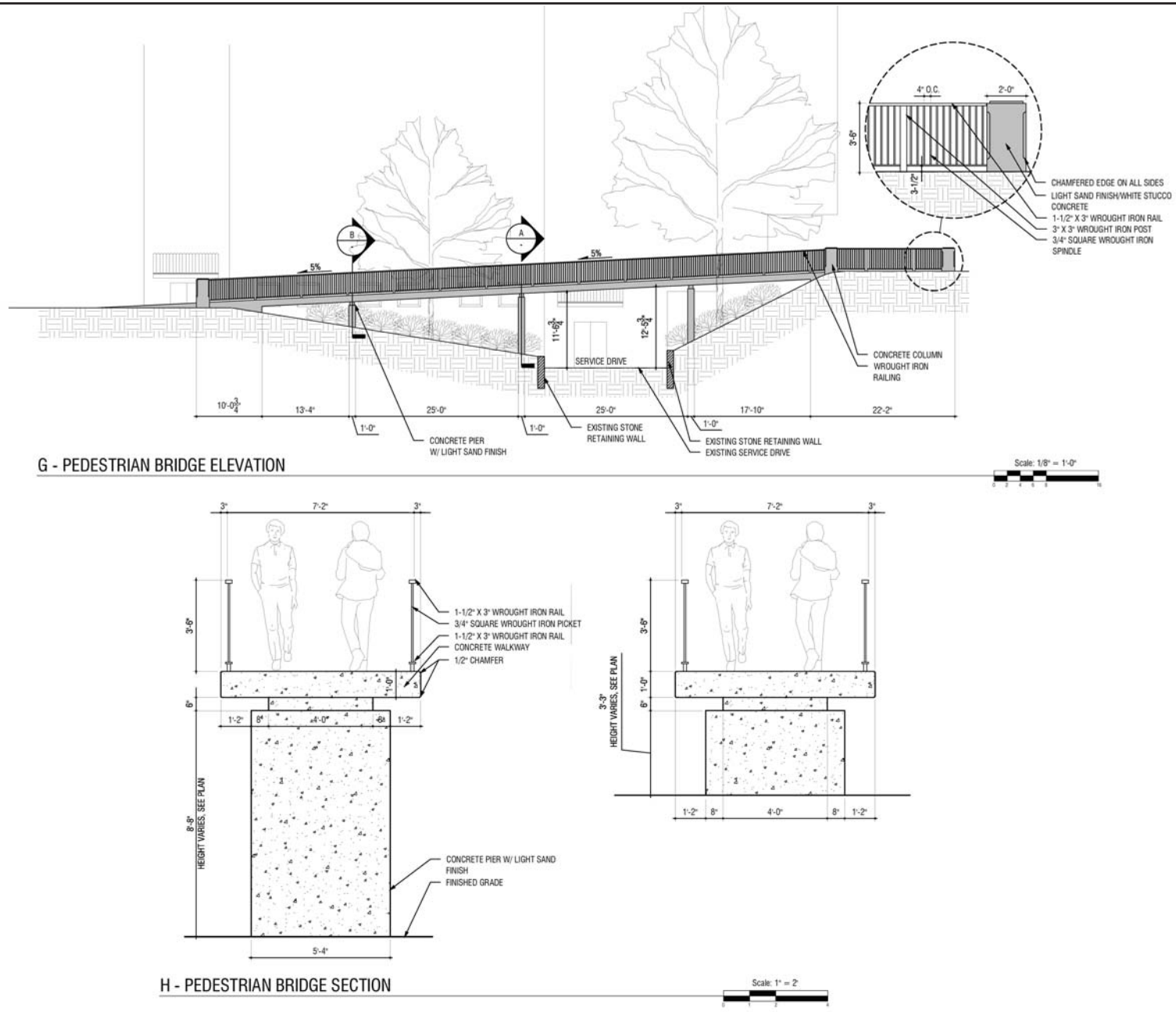


FIGURE 3-20
Proposed Pedestrian Walkway Bridge along
South Side of House of Charm/Mingei Museum (Revised)

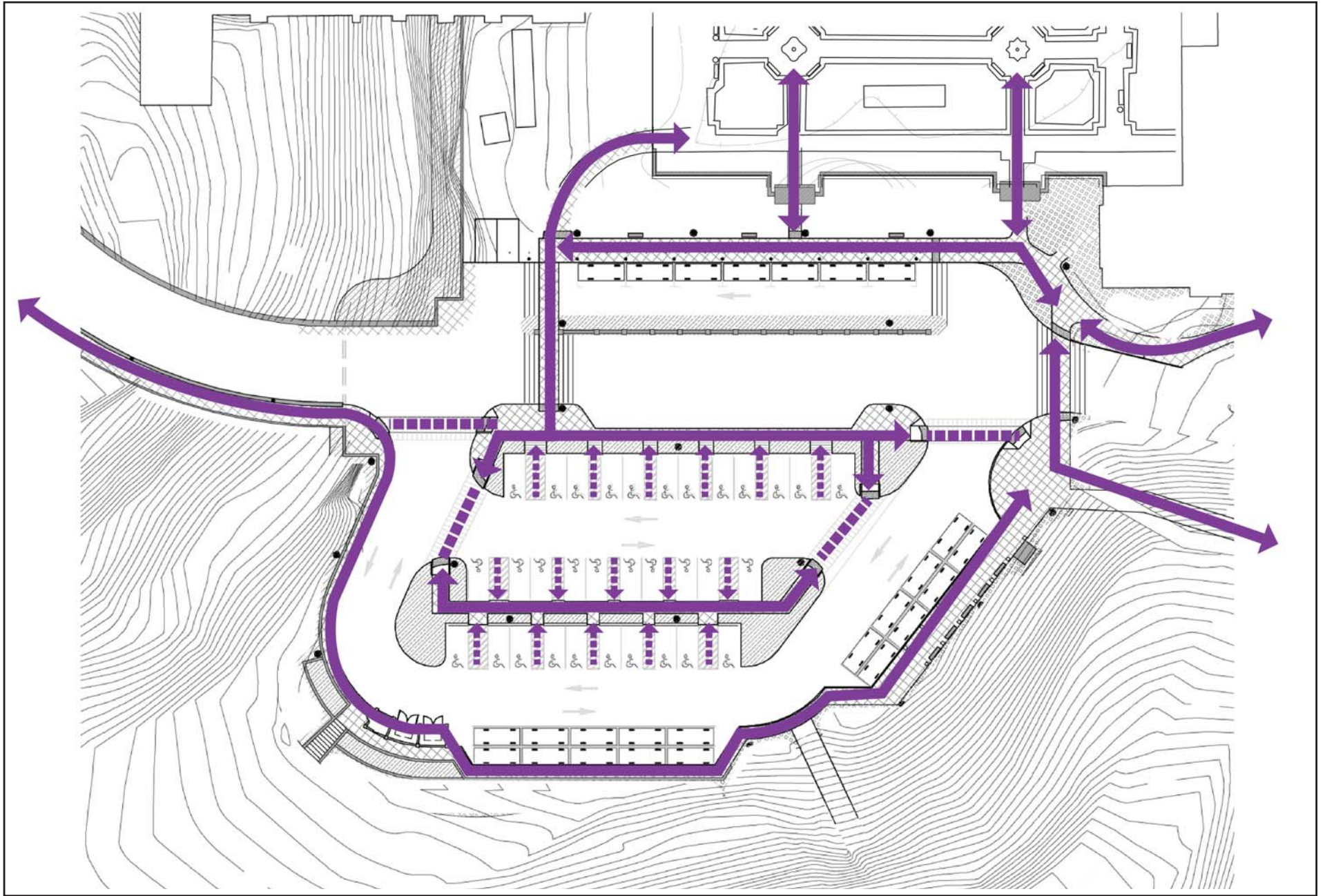
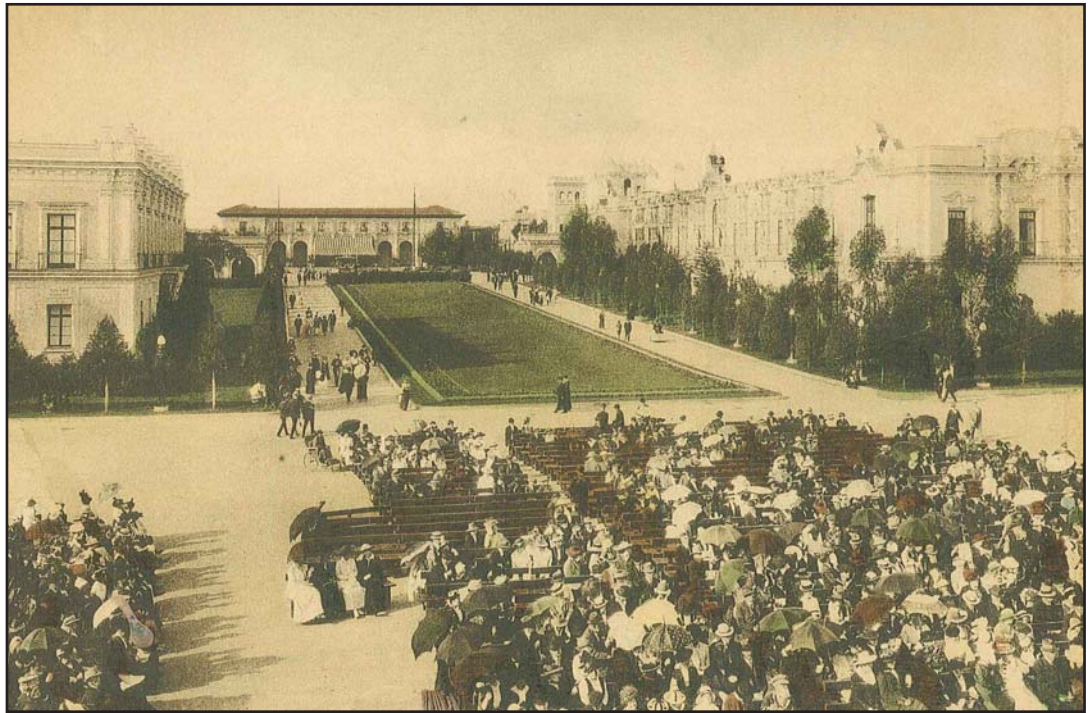


FIGURE 3-21
Proposed Pedestrian Movements for Alcazar Parking Lot



The Mall in 1915



The Mall in 2010

FIGURE 3-22
The Mall 1915 and 2010



FIGURE 3-23
Proposed Mall Design (Revised)



Existing Mall



Proposed Mall Design

FIGURE 3-24
Existing and Proposed Mall



Existing Pan American Road East



Proposed Pan American Promenade

FIGURE 3-25
Existing and Proposed Pan American Promenade (Revised)

system, which would shuttle visitors from the new parking structure to the Plaza de Panama.

3.4.6 Organ Pavilion Parking Structure, Rooftop Park, Tram, and Arizona Street Landfill

3.4.6.1 Parking Structure

The existing Organ Pavilion surface parking lot is southwest of the Organ Pavilion. The project would construct a new 265,242 sf ~~underground~~ subsurface parking structure which would provide 797~~8~~ parking spaces on three levels with a 2.2-acre rooftop park. This proposal would result in a net gain of 273~~260~~ parking spaces for the Central Mesa. The parking structure would be constructed below finished grade in order to create approximately two acres of new park and garden space on the top surface of the structure.

Making use of the sloped site, the southeast elevation of the structure would be open to allow for natural light and ventilation, thereby reducing the need for mechanical ventilation equipment. Figures 3-26 and 3-27 show conceptual renderings of the parking structure and rooftop park. During construction of the parking structure, three of the four large Torrey Pine trees behind the Organ Pavilion would be protected. The fourth would be evaluated by a certified arborist for structural integrity, as it is currently leaning toward the Organ Pavilion. This tree would not be impacted by the project, but ~~could~~ may need to be removed to protect the historic Organ Pavilion and to alleviate safety concerns.

Vehicle access would be grade separated from the pedestrian and tram traffic running along the reconfigured Pan American Promenade. The vehicle road (Centennial Road) would continue below grade along the northeast side of the structure, and at grade but below the top level of the parking structure along the southeast side, to Presidents Way and Park Boulevard. A proposed 150-foot-long deck over the ~~vehicle roadway~~ Centennial Road would provide pedestrian and tram access to the ~~rear of the~~ Organ Pavilion and northward to the Mall. Vehicle access to and from the new structure would be provided from two points of entry on the east side of the structure from the new Centennial Road.

Users arriving from both the west (via the Cabrillo Bridge) and the east (via Presidents Way) could both access the facility. The parking structure would have entrance, exit, internal circulation, and revenue control equipment.

3.4.6.2 Rooftop Park

Where the existing surface parking lot exists, a new rooftop park would include the re-created “California Garden” and an open lawn (Figure 3-28). The rooftop park would contain a central elevator courtyard with a large open air trellised pavilion around it. On



Existing Parking Lot from North



Conceptual Rendering of Rooftop Park from North

FIGURE 3-26
Existing Parking Lot and Conceptual
Rendering of Rooftop Park from North (Revised)



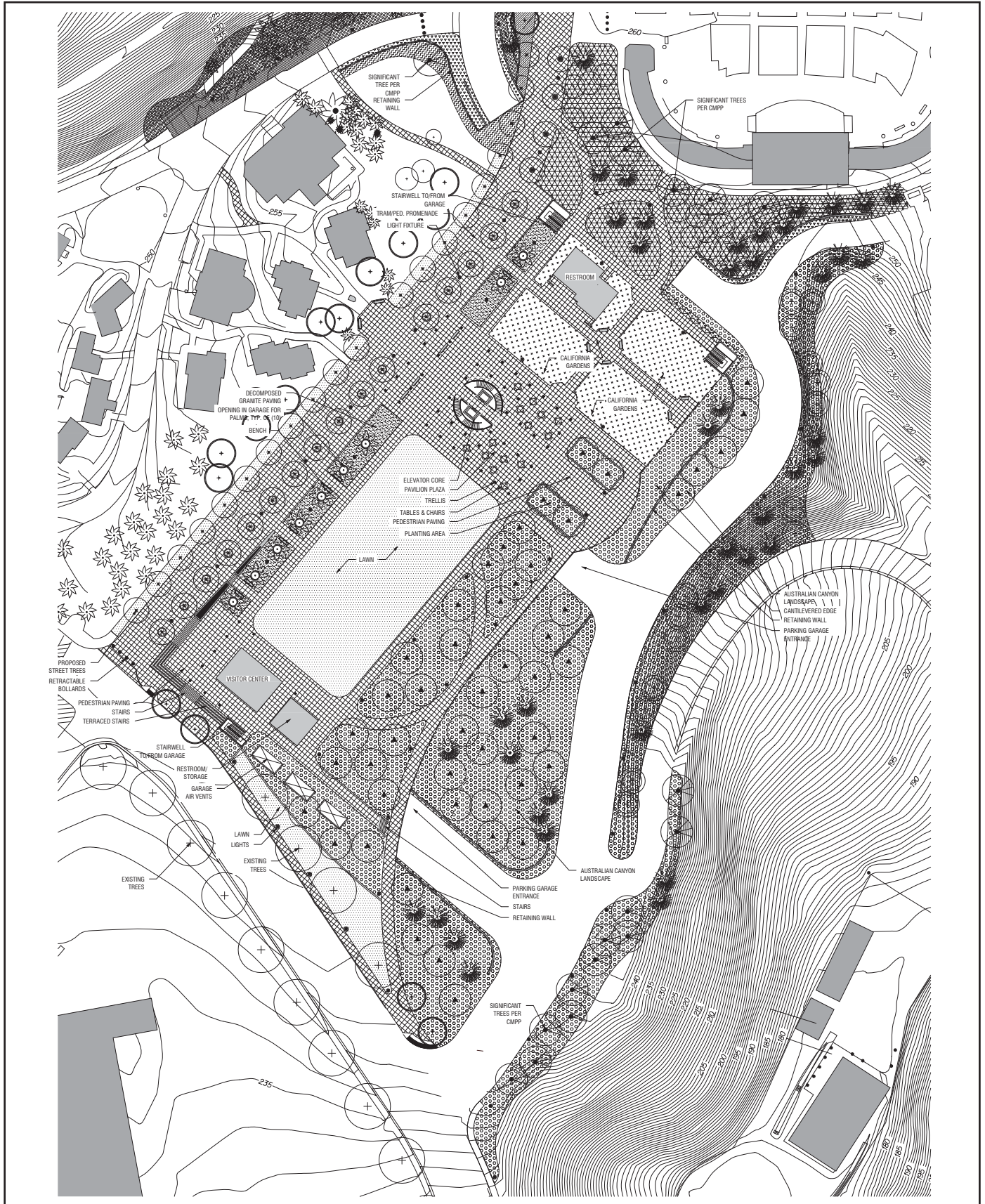
Existing Parking Lot from South



Conceptual Rendering of the Parking Structure from the South

FIGURE 3-27

Existing Parking Lot and Conceptual
Rendering of Rooftop Park from the South (Revised)



No Scale 

FIGURE 3-28
Proposed Design for the Rooftop Park and Gardens (Revised)

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the northeast corner of the rooftop park would be a new public restroom approximately 1,385 sf in size, to replace the 1990s restroom being removed near the International Cottages. A second small restroom would be provided adjacent to the new visitor center (1,400 sf) which would be located on the southwest corner. The visitor center would include park user related services, beverages, and snacks for purchase. Tram stops would be located adjacent to the central elevator core and the visitor center, each stop would include seating for waiting tram users.

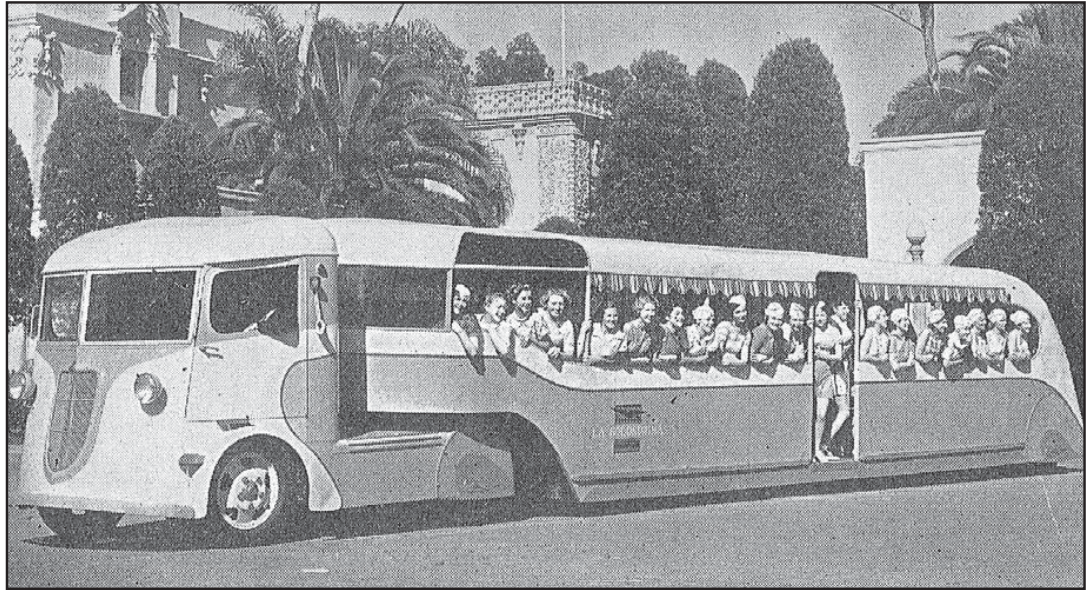
3.4.6.3 Tram

Trams were introduced in conjunction with both expositions. The 1915 trams consisted of a small tractor pulling trailers with back-to-back benches. The tram system used in 1935 was motorized, hinged buses. In the existing condition, the Balboa Park tram system, the “red trollies,” is a free intra-park tram system operated by Old Town Trolley Tours of San Diego contracted to the City of San Diego. Passengers board at the designated area in the Inspiration Point parking lot or the Plaza de Panama lot. tram stops within the Central Mesa and West Mesa with targeted stops every 5–10 minutes (20–40 minutes during non-peak times). The current tram route primarily runs along Presidents Way and Pan American Road/Pan American Road East with tram stops at Inspiration Point, The Palisades (two stops), the Organ Pavilion, and the Plaza de Panama. Every half hour the tram visits the West Mesa, traveling along El Prado, Sixth Avenue and Balboa Drive with stops at Sefton Plaza and the intersection of Sixth Avenue and Upas Street. The actual tram schedule varies by the time of year and day of the week, currently starts at the Inspiration Point parking lot and travels through the interior of the Central Mesa, crosses the Cabrillo Bridge, and makes a loop along Sixth Avenue, Quince Street, and Balboa Drive before returning along the same route back to Inspiration Point. Along the way, the tram stops at the Pan American Plaza, Plaza de Panama, the Organ Pavilion, and three locations within Sefton Plaza (the plaza located northwest of Laurel Street and Balboa Drive).

The project would link parking in the new structure with popular destinations by operating an accessible tram-shuttle. The new trams would be low-floor, low-speed vehicles that can share the road with pedestrians and provide access to all park visitors, including disabled visitors (Figure 3-29). The proposed tram vehicles would carry between 16 and 100 passengers. User-friendly features would include a very low floor for easy loading and unloading for passengers of all ages and abilities. It would provide several options for wheelchair accessibility using on-board ramps and tie downs.

The new tram service would be introduced during the construction phase of the proposed project.

Upon completion of the project, the tram route would be modified to run from the Organ Pavilion parking structure along the Mall to the Plaza de Panama (Figure 3-30). The proposed new intra-park tram service is intended to supplement rather than replace the

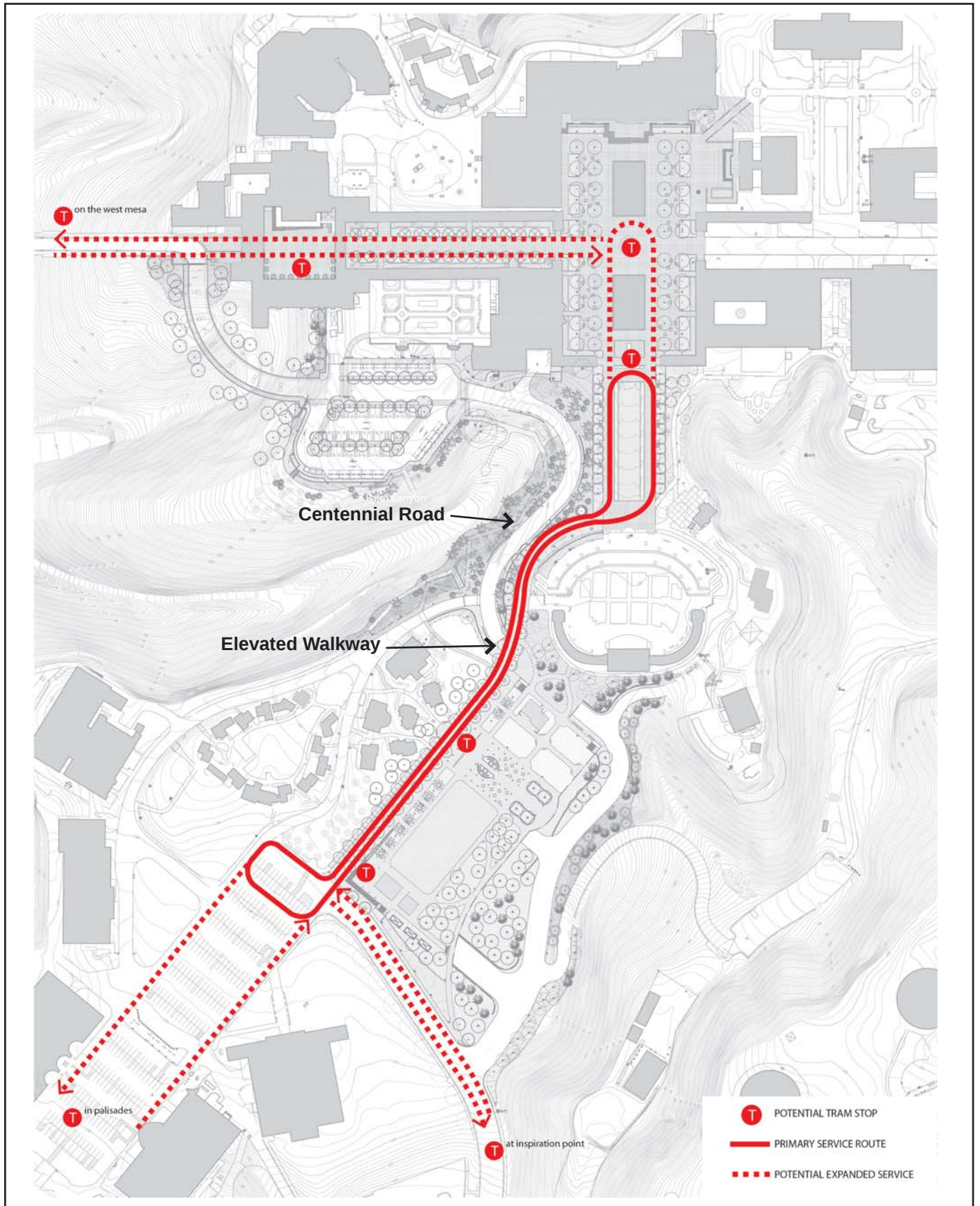


Tram System used During 1935 Exposition



Example of Proposed Tram

FIGURE 3-29
Tram System used During 1935 Exposition
and Example of Proposed Tram



No Scale



FIGURE 3-30
Proposed Tram Route (Revised)

existing system and would be designed such that both integration with existing ~~shuttle and trolley tram~~ systems and future expansions would be possible.

3.4.6.4 Arizona Street Landfill

As discussed in 3.4.6.1 above, the Organ Pavilion parking structure would be three levels below ground and would result in 142,000 cubic yards (cy) of soil export requiring disposal. The project proposes to export the soil to the nearby Arizona Street Landfill. The proposed haul route to the Arizona Street Landfill would be from the current Organ Pavilion parking lot to Presidents Way, east on Presidents Way to Park Boulevard, north on Park Boulevard to Zoo Place, south on Zoo Place to Florida Drive, south on Florida Drive to Pershing Drive, and north on Pershing Drive to the Arizona Street Landfill (Figure 3-31). This approximately 2.5-mile route would be the most direct and least impactful route (in terms of traffic, residential noise, and emissions) for the haul operation. In order to minimize impacts to Park operation, visitors, Zoo operations, and adjacent operations of the Naval Medical Hospital and City College, a second nighttime shift is proposed for export hauling only. The nighttime shift would allow increased efficiency because of the general lack of traffic on area roadways, thus decreasing the overall duration of this activity. Soil export hauling would be coordinated to occur outside the peak traffic hours, defined as 7:00–9:00 a.m. and 4:00–6:00 p.m.

The schedule duration for the parking structure excavation and soil export activity would be approximately 40 consecutive working days using dual shifts. The operation would require a fleet of 20 to 25 double-bottom dump trucks cycling an average of every 45 to 60 minutes between the project site and the Arizona Street Landfill. Spoils exported to the Arizona Street Landfill would be deposited by bottom dump trucks and compacted in place by repeat truck passes and a rubber-tired compactor during subsequent dumps, with moisture for proper compaction and dust control provided as necessary.

The soil export hauled to the Arizona Street Landfill would be utilized for grade contouring on top of the existing soil cap (previously placed to prevent rainwater infiltration). Fill and grade contouring is anticipated in three areas of the Arizona Street Landfill. Site 1, southwest of the Park and Recreation Operations Yard, is anticipated to take approximately 116,000 cy of export, with fills ranging from 2 feet to 11 feet in height, 2:1 and 4:1 manufactured slope gradients are anticipated. Site 2, the existing East Mesa archery range, is anticipated to take approximately 11,000 cy of export with fills ranging from 2 to 4 feet in height, 2:1 maximum slope gradients are anticipated. Site 3, the former “casting ponds,” is anticipated to take approximately 15,000 cy of export with fills ranging from 2 to 8 feet, 2:1 maximum slope gradients are anticipated. Fill areas would be hydroseeded with a mix of native non-invasive species that would not require irrigation and are consistent with “passive” park uses and Park and Recreation land use goals for the Arizona Street Landfill. The program of erosion control, construction activities, soil export and placement, and haul route monitoring would be managed by



- Haul Route to Arizona Street Landfill
- Extended Haul Route to Casting Ponds
- Proposed Parking Garage
- Arizona Street Landfill
- Archery Range
- Former Casting Ponds Area

No Scale 

FIGURE 3-31
Proposed Haul Route to Arizona Street Landfill

the construction contractor. In addition, the contractor would obtain approvals of the necessary protection and reconfiguration of the existing active landfill gas collection system with the required Health and Safety Plan.

3.4.7 Other Project Components

3.4.7.1 Pedestrian Circulation

As shown in Figure 3-32, pedestrians would still be able to cross the Cabrillo Bridge and enter the Park through the California Building archway as they do in the existing condition. As proposed, the newly pedestrianized El Prado would provide improved access to the Plaza de Panama; from there, pedestrians could proceed south along the Mall to the Organ Pavilion and Palisades area. For those visitors being dropped off at the Alcazar parking lot, pedestrian access to El Prado would be either north through the Alcazar Garden or east via a newly constructed raised pedestrian walkway proposed as part of this project.

Pan America Promenade would be for pedestrian/tram-only circulation. A grade-separated pedestrian walkway, at the intersection of Pan American Road and the new Centennial Road, would be constructed from the new park atop the Organ Pavilion parking structure over the new Centennial Road to avoid pedestrian/vehicular conflicts at this intersection. Finally, the project would incorporate an extension to the Palm Canyon walkway, a raised wood pedestrian path that connects the Alcazar parking lot with the International Cottages.

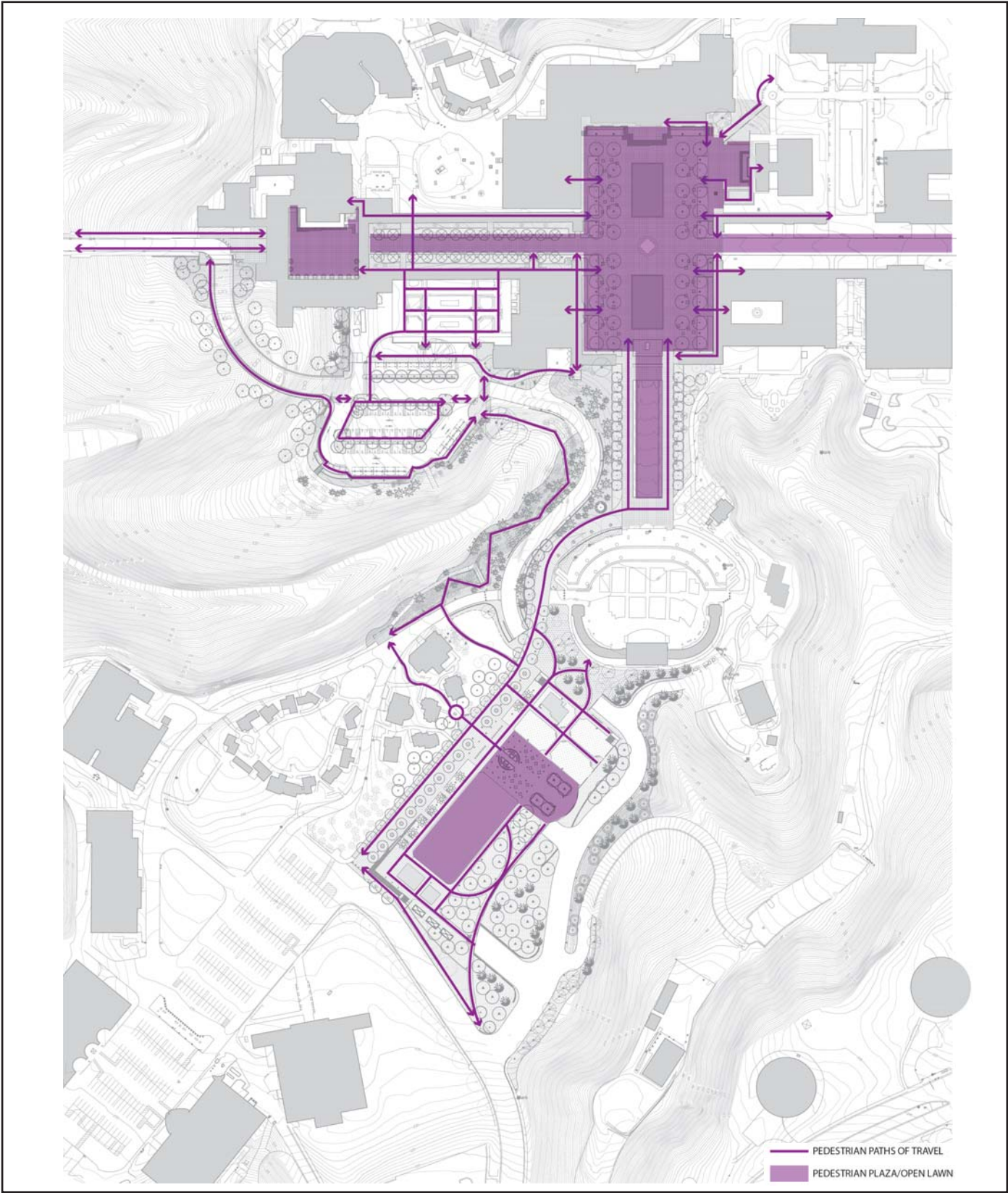
3.4.7.2 Bicycle Circulation

Bicycle use would be permitted within the core of the Park; however, no dedicated bicycle routes would be provided pursuant to the circulation objectives and policies of the CMPP. ~~The Bicycle circulation route would include bicycles accessing the Park via the also be allowed along Centennial Bridge and Centennial Road similar to automobiles (Figure 3-33). The Centennial Bridge and Road would accommodate a shared bike/car travel way.~~ Bicycle storage facilities would be located within the Organ Pavilion parking structure and on the rooftop park.

3.4.7.3 Parking

a. Proposed Parking Changes

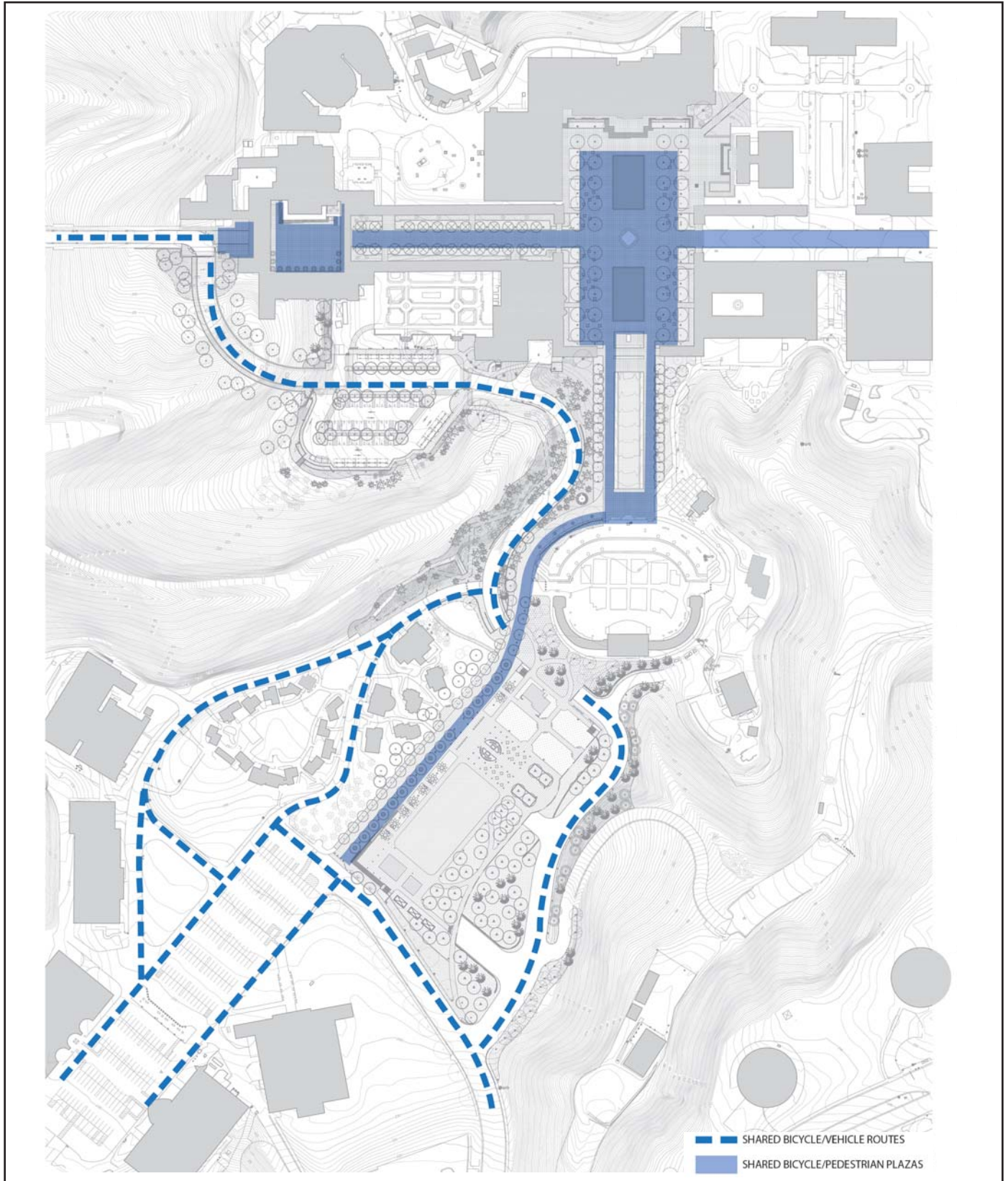
The project would remove parking and valet drop-off from the Plaza de Panama. This would involve relocating the standard parking spaces to the new parking structure to be located at the existing Organ Pavilion surface parking lot. The ADA spaces would be relocated to the reconfigured Alcazar parking lot. The valet drop-off zone would also be



No Scale



FIGURE 3-32
Proposed Pedestrian Circulation (Revised)



No Scale



FIGURE 3-33
Proposed Bicycle Circulation (Revised)

3.0 Project Description

relocated to the Alcazar parking lot. As proposed, the Alcazar parking lot would have 18 valet loading/unloading stalls and a valet station. Valet parking would also utilize a portion (up to 70 spaces) of the first (lowest) floor of the parking structure for stacked parking. The proposed valet spaces on the first floor of the parking structure are intended to replace the displaced valet parking currently occurring in the Organ Pavilion, Alcazar, and Federal Building lots. Stacked parking generally result in an increase of approximately 30 percent in the capacity of the designated garage area which frees up additional stalls in non-paid parking lots.

Overall, the project would result in a net gain of ~~273~~260 parking spaces within the Central Mesa. The allocation of these changes is outlined in Table 3-1.

**TABLE 3-1
PROJECT PARKING SPACE SUMMARY BY TYPE**

Parking Facility	Existing Configuration			Proposed Project Configuration			Net Change +(-)
	Std.	ADA	Total	Std.	ADA	Total	
Plaza de Panama ¹	33	21	54	0	0	0	(54)
Alcazar Parking Lot	131	5	136	0	32	32	(104)
Organ Pavilion Lot	357	10	367	0	0	0	(367)
Organ Pavilion Parking Structure	0	0	0	781 <u>12</u>	16	797 <u>8</u> *	797 <u>8</u>
<u>Presidents Way</u>	<u>22</u>	<u>0</u>	<u>22</u>	<u>10</u>	<u>0</u>	<u>10</u>	<u>(12)</u>
Total Project	543 <u>521</u>	36	579 <u>557</u>	791 <u>782</u>	48	839 <u>0</u>	260 <u>273</u>

¹“Existing Configuration” stall counts do not include six “loading” stalls, one “taxi” stall, or six “motorcycle” stalls.

*The proposed parking structure would be able to accommodate up to 25 motorcycle spaces and racks for up to 15 bicycles in addition to the ~~797~~8 spaces for automobiles.

b. Paid Parking

Paid parking would be implemented for the new parking structure to offset the costs associated with the construction of the underground parking facility. Parking revenue would also be used to support the expanded tram system and the management, operating, and maintenance expenses of the parking garage.

The parking garage would be managed by a private operator who would also manage the new tram service. There would be a fee to park in the new parking structure.

Paid parking would be handled through central “pay-on-foot” machines. The pay-on-foot system would provide flexibility for payment and enforcement efforts. There would be no need for entrance or exit gates and parkers would locate any available parking stall. Once they park their vehicle, the visitor would pay the parking fee at one of the twelve pay-on-foot machines. Vehicles would exit the parking structure without having to stop at a cashier booth or exit gate. The parking fee would be a “flat rate” fee of \$5 for up to 5 hours. This rate structure was chosen for the following reasons:

- The average stay for Balboa Park visitors is 3.1 hours (Land Use, Circulation & Parking Plan [Jones & Jones 2004]).
- The proposed five-hour period allows the typical Park guest to complete their visit within the designated five-hour period.
- The proposed rate structure was designed to provide the maximum amount of visitor parking availability by discouraging general employee parking demand that averages 8+ hours per parked vehicle, which displaces two+ Park visitors.
- Parking violation enforcement efforts are much more efficient with a flat rate structure versus an hourly rate structure. This reduces parking structure operating expenses.

A violation notice or fine could be incurred if a vehicle remains in the parking structure beyond the initial five-hour period. Extending the stay would require an additional fee of \$5 for an additional five hours.

c. Staff and Employee Parking

Currently, staff and employees utilize over 550 of the most centrally located parking spaces. Employees would no longer have access to spaces in the Plaza de Panama or Alcazar parking lots, with the exception of employees with handicapped placards. They could use the paid parking in the new Organ Pavilion structure or the unpaid spaces in parking lots such as the Pan American lot, Federal Building lot, or the Inspiration Point lot. Because of the costs associated with the parking structure, it is expected that many employees would avoid the new structure and instead park in the more remote lots. Up to 100 monthly parking permits would be made available for employees, volunteers, and docents on a first-come, first-served basis.

3.4.7.4 Emergency and Service Vehicle Access

The Plaza de California and El Prado design would allow full-sized fire engines and any other emergency or service vehicles to access the interior of the West Prado area in the event of an emergency. Retractable bollards would be in place west of the California Building's archway to allow emergency and service vehicles to access El Prado; but all other vehicular traffic would be routed south and east via the proposed Centennial Road.

3.5 Landscaping Plan

The overall landscape plan for the project is shown on Figure 3-34 and the plant palette is included as Figure 3-35. The landscaping plan is described below for each of the project components.

3.5.1 Plaza de Panama

As shown in Figure 3-36, the landscape plan for the Plaza de Panama calls for a double row of shade trees along the outer edges of the Plaza. Trees that currently screen adjacent historic buildings would be removed. The new trees would be located further away from the historic façades to shade the edges of the Plaza. The foundation plantings adjacent to the Houses of Charm and Hospitality would be thinned to eliminate historically inappropriate species and supplemented to include low ornamental plantings and bougainvillea in order to provide better views of the architecture. The existing asphalt surface would be replaced with specialty paving with a monolithic appearance, to provide a smooth, unbroken backdrop for Plaza activities. Historically accurate reproduction light fixtures, and movable tables and chairs would be added.

Lawn panels would be implemented around the perimeter of the Plaza in order to match the historic design and the small plaza in front of the Timken Museum would be incorporated to make it part of the overall plaza composition. The Museum of Art steps, located along the northern edge of the Plaza, would be re-created using the 1926 layout. The central fountain, which would remain, would be flanked to the north and south by two shallow reflecting pools.

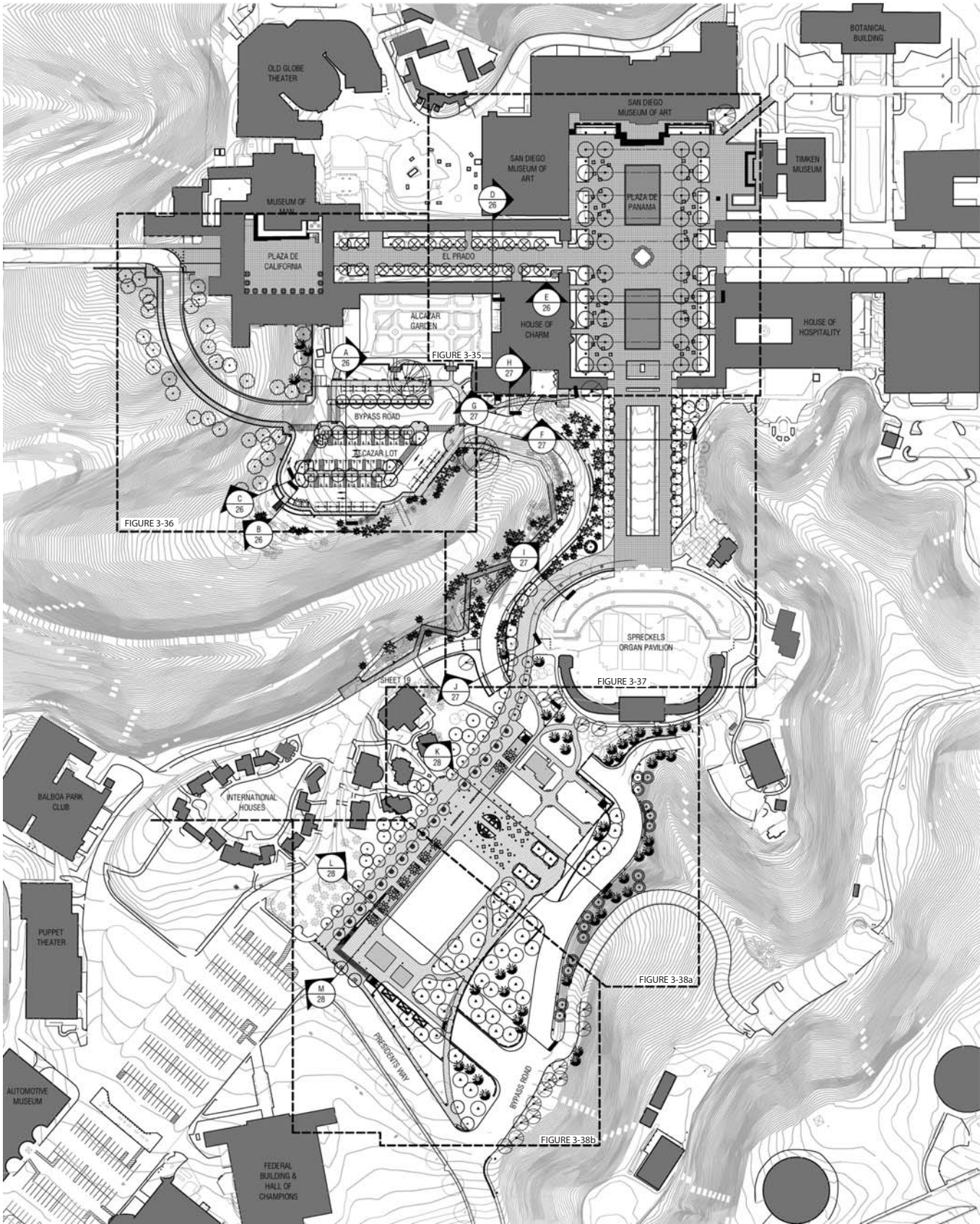
3.5.2 El Prado and Plaza de California

3.5.2.1 El Prado

The proposed landscaping design would recall the formal 1915–16 appearance. New trees and landscaping would be installed in their historic locations and the existing asphalt surface would be replaced with specialty paving with a monolithic appearance. As shown in Figure 3-36, the original roadway width would be restored and reinforced with a formal organization of ornamental trees and historic lighting. Foundation plantings along the arcade would be thinned to remove historically inappropriate species and be supplemented to include low ornamental plantings and bougainvillea. Ornamental “El Prado Trees” (see the plant palette in Figure 3-35) would be evenly spaced along both sides of El Prado, interspersed with pedestrian benches and formal lighting fixtures (historic replicas reproduced in a more durable material) located in their approximate historic locations.

3.5.2.2 Plaza de California

The design for the Plaza de California is shown on Figure 3-37. The proposed design would reuse the historically accurate tree planters recently added by the City in their historic locations. The existing non-historic interlocking pavers would be replaced with specialty paving with a monolithic appearance in order to provide a smooth, unbroken backdrop for Plaza activities.



- GENERAL IRRIGATION NOTES:
1. ALL REQUIRED IRRIGATION SYSTEMS SHALL BE AUTOMATIC, ELECTRICALLY CONTROLLED AND DESIGNED TO PROVIDE WATER TO ALL REQUIRED PLANTINGS TO MAINTAIN THEM IN A HEALTHY, DISEASE-RESISTANT CONDITION.
 2. IRRIGATION SYSTEMS SHALL MEET THE FOLLOWING DESIGN REQUIREMENTS:
 - A. INCLUDE AND INSTALL A CITY-APPROVED ELECTRONICALLY CONTROLLED AUTOMATIC RAIN SHUT-OFF DEVICE.
 - B. INCLUDE AND INSTALL LOW PRECIPITATION RATE SPRINKLER NOZZLES. HEADS SHALL BE PLACED TO MINIMIZE OVER SPRAY AND TO REDUCE RUN-OFF OF WATER FROM OVER-WATERING.
 - C. INCLUDE AND INSTALL AN AUTOMATIC ELECTRIC CONTROLLER THAT SHALL BE SEASONALLY ADJUSTED TO OPERATE THE IRRIGATION SYSTEM WITH THE LEAST PRACTICAL AMOUNT OF WATER APPLIED.
 3. ALL LANDSCAPE AND IRRIGATION SHALL CONFORM TO THE STANDARDS OF THE LAND DEVELOPMENT CODE LANDSCAPE REGULATIONS AND THE CITY OF SAN DIEGO LAND DEVELOPMENT MANUAL LANDSCAPE STANDARDS AND ALL OTHER LANDSCAPE RELATED CITY AND REGIONAL STANDARDS.
 4. REQUIRED PER CITY: ROOT BARRIERS: ROOT BARRIERS ARE REQUIRED FOR ALL STREET TREES WITHIN 6' OF ANY HARDSCAPE, CURBS, OR WALLS. THEY SHALL BE 24" DEEP, 0.8" THICK, AND BE PLACED FLUSH WITH THE TOP OF ANY ADJACENT HARDSCAPE OR CURB AND BE CENTERED 6' ON EITHER SIDE OF THE TREE.
 5. AN AUTOMATED, WATER-EFFICIENT IRRIGATION SYSTEM SHALL BE PROVIDED TO ESTABLISH AND MAINTAIN LANDSCAPING. MINIMUM TREE/IMPROVEMENT SEPARATION DISTANCE: TRAFFIC SIGNAL/STOP SIGN - 20 FT, SEWER LINES - 10 FT, UNDERGROUND UTILITY LINES - 5 FT, ABOVE GROUND UTILITY STRUCTURES - 10 FT, DRIVEWAYS - 10 FT, INTERSECTIONS - 25 FT.
 6. IRRIGATION FOR TURF AREAS SHALL ACHIEVE A DISTRIBUTION UNIFORMITY OF 70%. THE IRRIGATION SYSTEM SHALL BE AUDITED BY AN INDEPENDENT CERTIFIED LANDSCAPE IRRIGATION AUDITOR, CERTIFIED BY THE IRRIGATION ASSOCIATION. DEFICIENCIES SHALL BE CORRECTED PRIOR TO THE START OF THE PLANT ESTABLISHMENT PERIOD.



FIGURE 3-34
Overall Landscaping Plan (Revised)

PLANT LEGEND

HISTORIC CORE



PLAZA DE PANAMA TREE SPECIES - MEDIUM CANOPY TREE

POSSIBLE SPECIES

Cassia leptophylla "Golden Medallion Tree"
Cercis mexicana "Mexican Redbud"
Ilex x attenuata "Savannah" "Savannah Holly"
Magnolia grandiflora "Little Gem" "Dwarf Southern Magnolia"
Malus transitoria "Schmidtcutleaf" "Golden Raindrops Crabapple"
Ligustrum lucidum "Privet"



EL PRADO TREE SPECIES - SMALL CANOPY STREET TREE

POSSIBLE SPECIES

Lagerstroemia indica "Crape Myrtle"
Tabebuia impetiginosa "Pink Trumpet Tree"
Ulmus parvifolia "Drake" "Drake's Chinese Elm"
Koelreuteria bipinnata "Chinese Flame Tree"
Magnolia grandiflora "St. Mary"



ESPLANADE TREE SPECIES - MEDIUM TO LARGE CANOPY STREET TREE

POSSIBLE SPECIES

Aesculus x carnea "O'Neill Red" "O'Neill Red Horse Chestnut"
Pyrus calleryana "Redspire" "Redspire Flowering Pear"
Ginkgo biloba "Maidenhair Tree"
Gleditsia triacanthos "Sunburst" "Sunburst Locust"
Pistacia chinensis "Chinese Pistache"
Quercus ilex "Holly Oak"



PED/TRAM PROMENADE TREE SPECIES - MEDIUM TO LARGE CANOPY STREET TREE

POSSIBLE SPECIES

Tipuana tipu "Tipu Tree"
Koelreuteria bipinnata "Golden Flame Tree"



HISTORIC CORE FOUNDATION PLANTING - SUN AND SHADE 12" TO 4'-0" HEIGHT

POSSIBLE SPECIES

Shrubs
Abelia x grandiflora "Kaleidoscope"
Acanthus mollis "Bear's Breech"
Agapanthus africanus "Streamline" "Streamline Lily of the Nile"
Aspidistra elatior "Cast Iron Plant"
Bergenia cordifolia "Bergenia"
Camellia Species "Camellia"
Clivia miniata "Belgain Hybrid Yellow" "Belgain Hybrid Yellow Kaffir Lily"
Clivia miniata "Monya" "Flame Kaffir Lily"
Colocasia esculenta "Black Magic" "Elephant's Ear"
Cordylina "Baueri" "Bauer's Dracaena"
Asplenium bulbiferum "Mother Fern"
Euphorbia hybericifolia hybrid "Diamond Frost"
Hypericum x moseranum "Tricolor" "Tricolor St. John's Wort"
Liriope muscari "Silvery Sunproof" "Silvery Sunproof Lilyturf"
Mahonia aquifolium "Compacta" "Compact Oregon Grape Holly"
Phormium tenax "Tiny Tiger" "Dwarf Variegated New Zealand Flax"
Pittosporum tenuifolium "Golf Ball" "Golf Ball Kohuhu"
Pittosporum tobira "Turner's" "Turner's Pitt Mock Orange"
Raphiolepis x delacourii "Georgia Petite" "Georgia Petite Indian Hawthorn"
Strelitzia reginae "Bird of Paradise"
Trachelospermum jasminoides "Variegata" "Variegated Star Jasmine"

Vines

Bougainvillea species "Bougainvillea"
Bignonia venusta "Flame Vine"
Distictis buccinatoria "Scarlet Trumpet Vine"
Clematis species "Clematis"
Gelsemium sempervirens "Carolina Jessamine"
Jasminum nitidum "Angel Wing Jasmine"
Wisteria species "Wisteria"

CABRILLO CANYON



DECIDUOUS TREE MIX

POSSIBLE SPECIES

Quercus agrifolia "Coast Live Oak"
Cercis occidentalis "Western Redbud"
Eucalyptus ficifolia "Red-Flowering Gum"
Eucalyptus diversicolor "Kari Tree"
Eucalyptus gomphocephala "Tuart Tree"
Eucalyptus citriodora "Lemon Scented Gum"
Eucalyptus camaldulensis "Red River Gum"
Platanus racemosa "California Sycamore" (Low areas only)
Populus fremontii "Fremont Cottonwood" (Low areas only)
Populus nigra "Italica" "Lombardy Poplar" (Low areas only)



CABRILLO CANYON LANDSCAPE

POSSIBLE SPECIES

Shrubs and Groundcovers
Ceanothus species "California Lilac"
Heteromeles arbutifolia "Toyon"
Opuntia santa-rita "Tubac" "Santa Rita Tubac" "Prickly Pear"
Acacia redolens
Myoporum "Pacificum"

PALM CANYON



PALM TREE MIX

POSSIBLE SPECIES

Musa basjoo "Hardy Fiber Banana"
Archontophoenix cunninghamiana "Bangalow Palm"
Arecastrum romanzoffianum "Queen Palm"
Butia capitata "Jelly Palm"
Chamaerops humilis "Mediterranean Fan Palm"
Chamaedorea elegans "Parlor Palm"
Cycas revolute "Sago Palm"
Dypsis decaryi "Trangle Palm"
Erythea armata "Mexican Blue Palm"
Erythea edulis "Guadalupe Palm"
Howea forsteriana "Kentia Palm"
Livistonia decipiens Ribbon Fan Palm"
Phoenix reclinata "Senegal Date Palm"
Phoenix roebelenii "Pygmy Date Palm"
Phoenix rupicola "Cliff Date Palm"
Rhaps excelsa "Lady Palm"
Rhopalostylis sapida "Nikau Palm"
Roystonea regia "Florida Royal Palm"
Sabal minor "Dwarf Palmetto"
Sabal palmetto "Palmetto Palm"
Strelitzia nicolai "Giant Bird of Paradise"
Trachycarpus fortunei "Windmill Palm"
Tupidanthus calyptatus "Umbrella Tree"



PALM CANYON LANDSCAPE

POSSIBLE SPECIES

Shrubs and Groundcovers
Alpinia zerumbet "Variegata"
Asparagus densiflorus "Meyers"
Agave attenuata
Brugmansia vericolor "Angels Trumpet"
Philodendron selloum "Cut-Leaf Philodendron"
Sansevieria trifasciata "Laurentii"
Russelia equisetiformis "Coral Plant"
Setcreasea pallida "Purple Heart"
Vinca minor "Bowles" "Bowles" "Common Periwinkle"
Woodwardia cahnissii "Giant Chain Fern"

PARKING GARAGE TREE



Washingtonia robusta "Mexican Fan Palm"

JAPANESE FRIENDSHIP GARDEN



DECIDUOUS TREE MIX

POSSIBLE SPECIES

Acer palmatum var. atropurpureum "Bloodgood" "Bloodgood Japanese Maple"
Bauhinia purpurea "Purple Orchid Tree"
Cedrus atlantica "Horstmann" "Horstmann Blue Atlas Cedar"
Magnolia x soulangiana "Saucer Magnolia"



JAPANESE FRIENDSHIP GARDEN LANDSCAPE

POSSIBLE SPECIES

Aucuba japonica "Variegata" "Variegated Gold Dust Plant"
Azalea species "Azalea"
Ostea acuminata aztecorum "Mexican Weeping Bamboo"
Berberis thunbergii "Crimson Pygmy" "Crimson Pygmy Dwarf Japanese Barberry"
Camellia Species "Camellia"
Cephalotaxus barringtonia var. drupacea "Japanese Plum Yew"
Cryptomeria japonica "Globosa Nana" "Dwarf Japanese Cedar"
Alex crenata "Green Lustre" "Green Lustre Japanese Holly"
Juniperus procumbens "Nana" "Dwarf Japanese Garden Juniper"
Nandina domestica "Monfar" "Sienna Sunrise Heavenly Bamboo"
Ophiopogon planisicaps "Nigrescens" "Black Mondo Grass"
Trachelospermum asiaticum "Aug Yo" "Ang Yo Jasmine"

AUSTRALIAN CANYON



DECIDUOUS TREE MIX

POSSIBLE SPECIES

Hymenosporum flavum "Sweetshade"
Melaleuca nesophila "Pink Melaleuca"
Geijera parviflora "Australian Willow"
Callistemon viminalis "Red Cascade" "Red Cascade Bottlebrush"
Brachychiton acerifolius "Bottle Tree"
Acacia baileyana "Purpurea" "Cootamundra Wattle"
Tristania conferta "Brisbane Box"



AUSTRALIAN CANYON LANDSCAPE

POSSIBLE SPECIES

Lantana Species "Lantana"
Alyogyne huegelii "Blue Hibiscus"
Cissus antarctica "Kangaroo Treebine"
Callistemon citrinus "Little John" "Dwarf Bottlebrush"
Phormium species "New Zealand Flax"
Gazania species "Gazania"
Echium fastuosum "Bride of Madera"

WATER QUALITY AREAS



NATURAL TREATMENT

POSSIBLE SPECIES

Carex texensis "Texas Sedge"
Carex tumulicola "Berkely Sedge"
Carex testacea "Orange Sedge"
Festuca Rubra "Point Molate"
Festuca mairei "Mare Bunch Grass"
Sesleria caerulea "Blue Moor Grass"
Juncus patens "California Gray Rush"



VINES

POSSIBLE SPECIES

Parthenocissus tricuspidata "Boston Ivy"

NOTE: THE DESIGN AND PROGRAM OF THE SPECIALTY GARDEN WILL CONTINUE TO BE EVOLVED THROUGH PUBLIC MEETINGS WITH THE BALBOA PARK COMMITTEE AND THROUGH DISCUSSION WITH PARK AND RECREATION STAFF. WE HAVE INCLUDED POTENTIAL PLANT SPECIES MIXES FOR THIS AREA BELOW AS A STARTING POINT FOR THESE DISCUSSIONS..

CALIFORNIA GARDEN



POSSIBLE PLANTING CONCEPTS

BAMBOO GROVE

Trees

Bambusa tuldooides "Punting Pole Bamboo"
Phyllostachys aureosulcata "Yellow Grove Bamboo"

Grasses

Liriope spicata "Creeping Lily Turf"
Ophiopogon japonicus "Mondo Grass"

BUTTERFLY GARDEN

Trees

Betula pendula "European White Birch"
Prunus cerasifera "Thundercloud" "Thundercloud Purple Leaf Plum"
Populus nigra "Italica" "Lombary Poplar"

Shrubs and Groundcovers

Passiflora x atropurpurea "Purple Passion Vine"
Ceanothus species "California Lilac"

Plumbago auriculata "Cape Plumbago"

Mimulus aurantiacus "Sticky Monkey Flower"

Rhamnus California "Coffeberry"

Rosa species "Rose"

Ribes species "Current"

Erigonum "Wild Buckwheat"

Hibiscus species "Hibiscus"

CALIFORNIA NATIVE GARDEN

Trees

Pinus torreyana "Torrey Pine"
Planatus Racemosa "California Sycamore"

Quercus agrifolia "Coast Live Oak"

Shrubs and Groundcovers

Achillea Species "Yarrow"
Artemisia species "Sagebrush"

Arctostaphylos species "Manzanita"

Baccharis species "Coyote Bush"

Ceanothus species "California Lilac"

Erigeron glaucus "Beach Aster"

Encelia farinosa "Brittlebush"

Muhlenbergia rigens "Deer Grass"

Mimulus aurantiacus "Sticky Monkey Flower"

Opuntia species "Pickly Pear"

Ribes species "Current"

Erigonum species "Wild Buckwheat"

Heteromeles arbutifolia "Toyon"

Iva hayesiana "Povertyweed"

Rhus integrifolia "Lemonade Berry"

Romneya coulteri "Matilja Poppy"

Salvia species "Sage"

Sambucus species "Elderberry"

NOTE: THE DESIGN AND PROGRAM OF THE ROOFTOP PARK WILL CONTINUE TO BE EVOLVED THROUGH PUBLIC MEETINGS WITH THE BALBOA PARK COMMITTEE. WE HAVE NOT INCLUDED POTENTIAL PLANT SPECIE MIXES FOR THIS AREA. AS THE PROGRAM AND PLANTED AREAS BECOME MORE REFINED DETAILED PLANT ALTERNATIVES WILL BE PROVIDED. PLEASE SEE DRAWING SHEET FOR PROGRAM/DESIGN ALTERNATIVES.

FIGURE 3-35
Plant Palette (Revised)

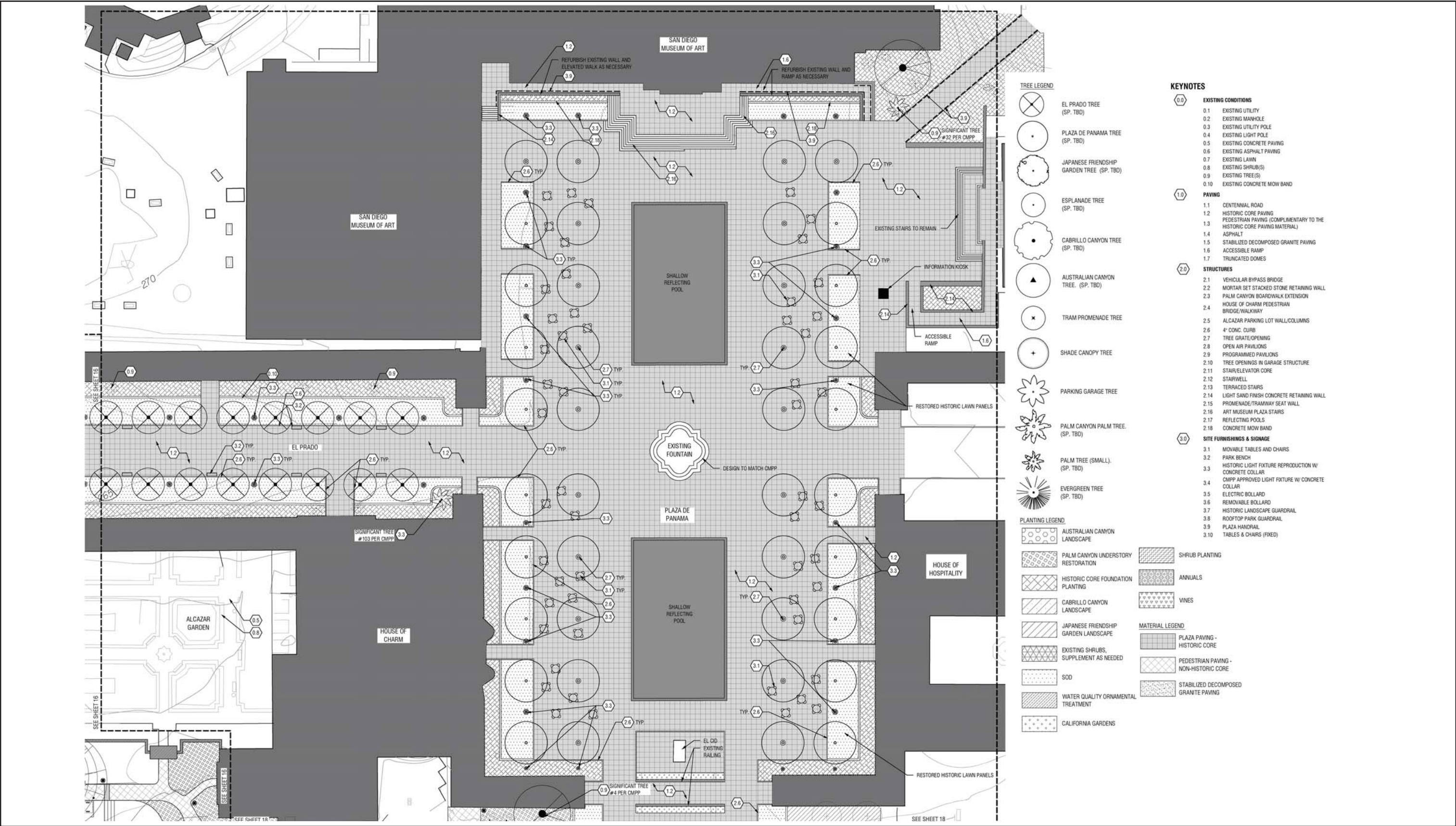


FIGURE 3-36
Landscape Plan – Plaza de Panama and El Prado (Revised)

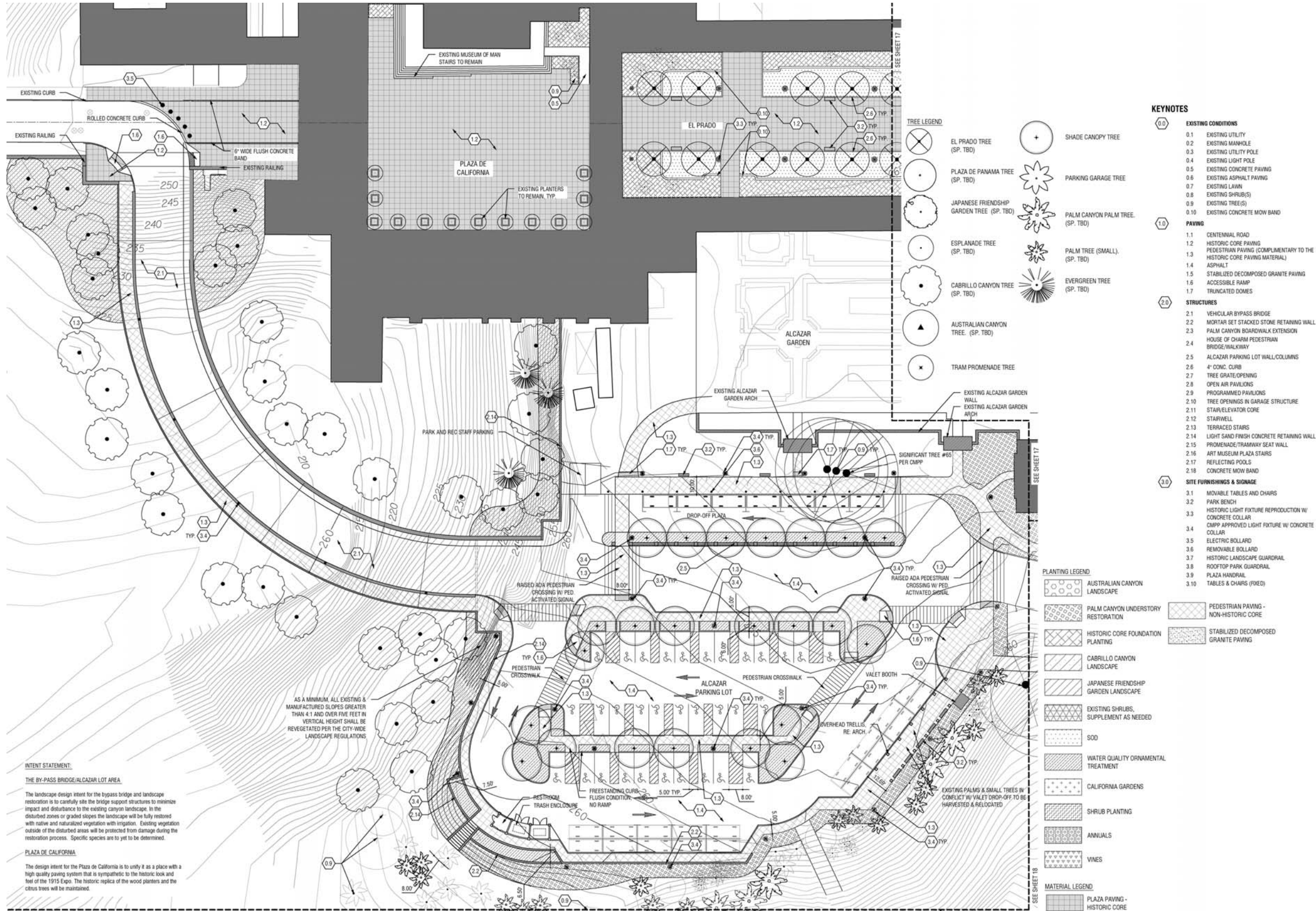


FIGURE 3-37
Landscape Plan – Plaza de California and Alcazar Parking Lot (Revised)

3.5.3 Centennial Bridge and Centennial Road

3.5.3.1 Centennial Bridge

Upon completion of the bridge, the disturbed areas would be revegetated with natural and native vegetation. Where possible, existing Eucalyptus trees would be preserved in place and additional plantings (consistent with the “Cabrillo Canyon palette” in Figure 3-35) would be added along the entire length of the Bridge.

3.5.3.2 Centennial Road

As shown on Figure 3-38, the portion of the Centennial Road from the eastern side of the Alcazar parking lot to the new Organ Pavilion parking structure would receive the “Palm Canyon” landscaping treatment (see the plant palette in Figure 3-35) where revegetation is required. During construction of the Centennial Road and the Palm Canyon Walkway extension, care would be taken to minimize impacts to the existing trees and vegetation. The “City Christmas Tree” near Palm Canyon would be relocated or replaced.

3.5.4 Alcazar Parking Lot

The landscaping plan (see Figure 3-37) shows new tree plantings along the western, eastern, and southern periphery of the Alcazar parking lot. Where possible, existing trees would be relocated or replanted subsequent to the completion of grading activities at the Alcazar parking lot. The tree types and understory species would be consistent with either the “Cabrillo Canyon” and/or the “Palm Canyon” plant palette (see Figure 3-35). The parking lot would include rows of shade trees set within landscape islands exceeding the City requirement that a shade tree would be within 30 feet of each parking stall. The outer edges of the parking and portions of the interior would include specialty pedestrian paving, but of a different type than in the historic core areas (e.g., Plaza de Panama, El Prado) in order to provide differentiation. A sidewalk (with paving complementary to the Plazas and El Prado) would encompass the perimeter of the lot to provide views of the adjacent canyons, accommodate valet users movement, and access into the archery range.

3.5.5 The Mall

The landscaping plan for the Mall (see Figure 3-38) would include widening the central landscaped median to more closely resemble its original 1915 design (fire lane width requirements make exact replication infeasible). Consistent with the plan for El Prado, the landscaping plan also includes specialty paving and a formal organization of trees, pedestrian benches, and historic replica lighting fixtures located in their 1915 locations. The east and west edges would be defined by concrete mow bands, beyond the mow

bands the grade and vegetation would reflect the existing landscape themes of Palm Canyon to the west and the Japanese Friendship Garden to the east.

3.5.6 Rooftop Park/Pan American Promenade/Arizona Street Landfill

As shown in Figures 3-39a and 3-39b, the landscaping would provide a continuous pedestrian/tram promenade, the Pan American Promenade, along the western edge that would unify the International Cottages, the Organ Pavilion, and the new rooftop park and gardens. The promenade would be lined with shade trees on both sides and accentuated by a colonnade of Palm trees; ~~and~~ specialty paving would unify the new rooftop park and gardens with the Organ Pavilion, the Mall, Plaza de Panama, and El Prado.

The landscape design shows the northern area as the re-created “California Garden” and a central courtyard containing the stairwell and elevator core structures with a large open air pavilion around it. This central courtyard would also contain fixed tables and chairs and small planted areas. The stairwell/elevator core would include two glass elevators clad in water-cut steel panels that utilize a traditional grille pattern, creating a backlit Moorish lantern effect. The trellis structures along Pan American Promenade, as well as the visitor center, would include photovoltaic solar panels on the roofs (concealed behind parapets in the case of the visitor center). The southern half of the rooftop park would consist of a large open lawn intended to be a flexible and adaptable open space area suitable for many uses, edged by small informal gardens and ornamental trees to the east. A nine-foot-wide walkway and decorative railing would form the eastern edge of the rooftop park. A “green living wall” system is proposed along this entire east façade. The design would utilize a separate pre-manufactured steel mesh or grate product to provide a trellis-like structure that would accommodate the growth of vines and other plant materials along vertical surfaces. The trellis system would be attached to the exterior façade of the parking structure and over time, the vegetation would fill in the entire trellis system, resulting in a living “green” wall. The area between the southeastern edge of the parking structure and the Centennial Road would be landscaped as shown on Figure 3-39a and 3-39b with “native garden” plantings (see the plant palette in Figure 3-35). This area would also contain evergreen trees to shield views of the parking structures open eastern face. The landscaping east of the Centennial Road would be “Australian Canyon Landscape” plantings (see the plant palette, Figure 3-35).

As described in Section 3.4.6.4 above, the project would export soil from the construction of the parking structure to the Arizona Street Landfill on the East Mesa. Upon completion of the hauling and grading activities, hydroseeding would be required in order to revegetate the site for erosion control. Pursuant to the East Mesa Precise Plan (EMPP), the Arizona Street Landfill is intended ultimately to be “reclaimed” as

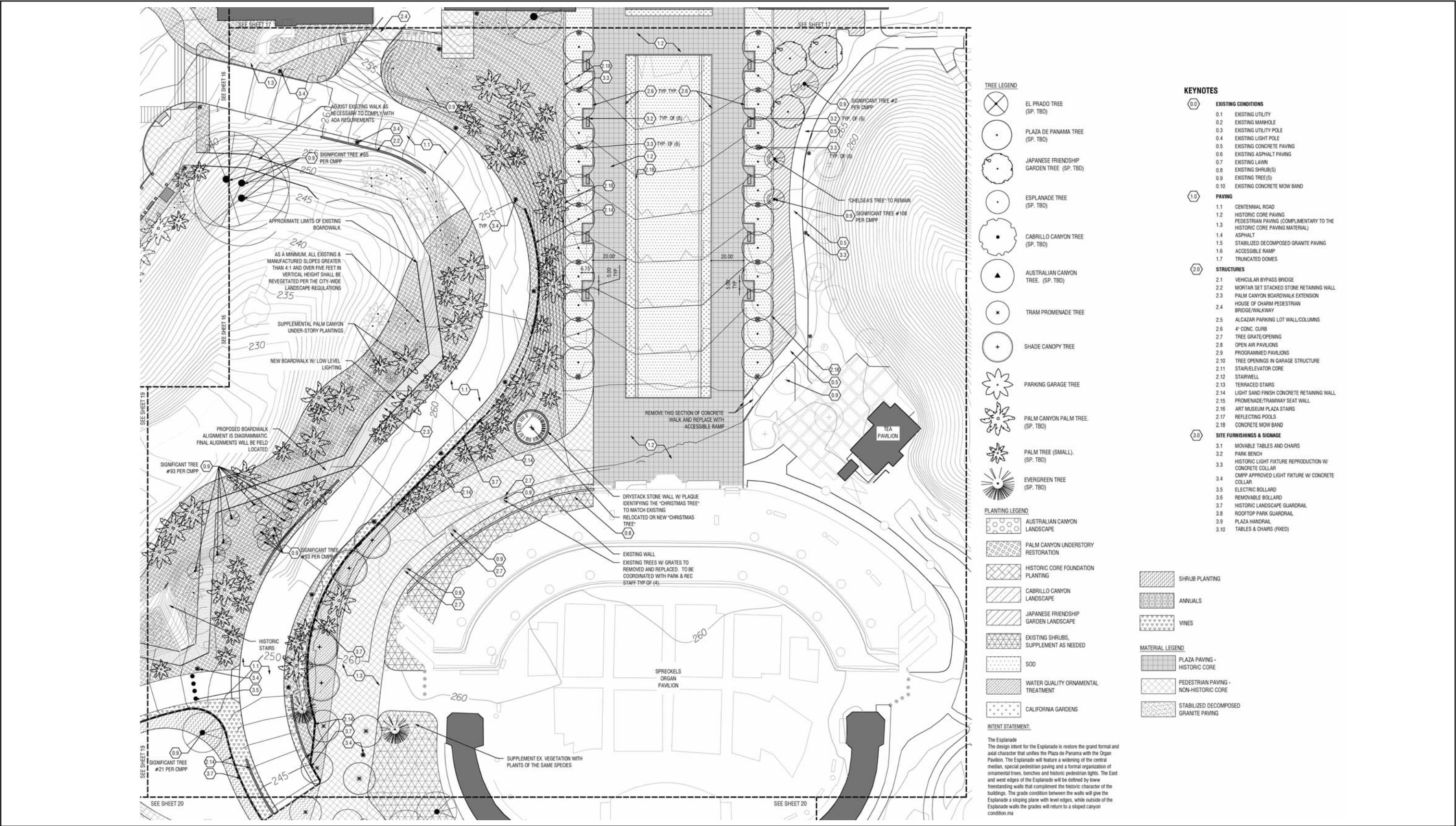


FIGURE 3-38
Landscape Plan – The Mall (Revised)

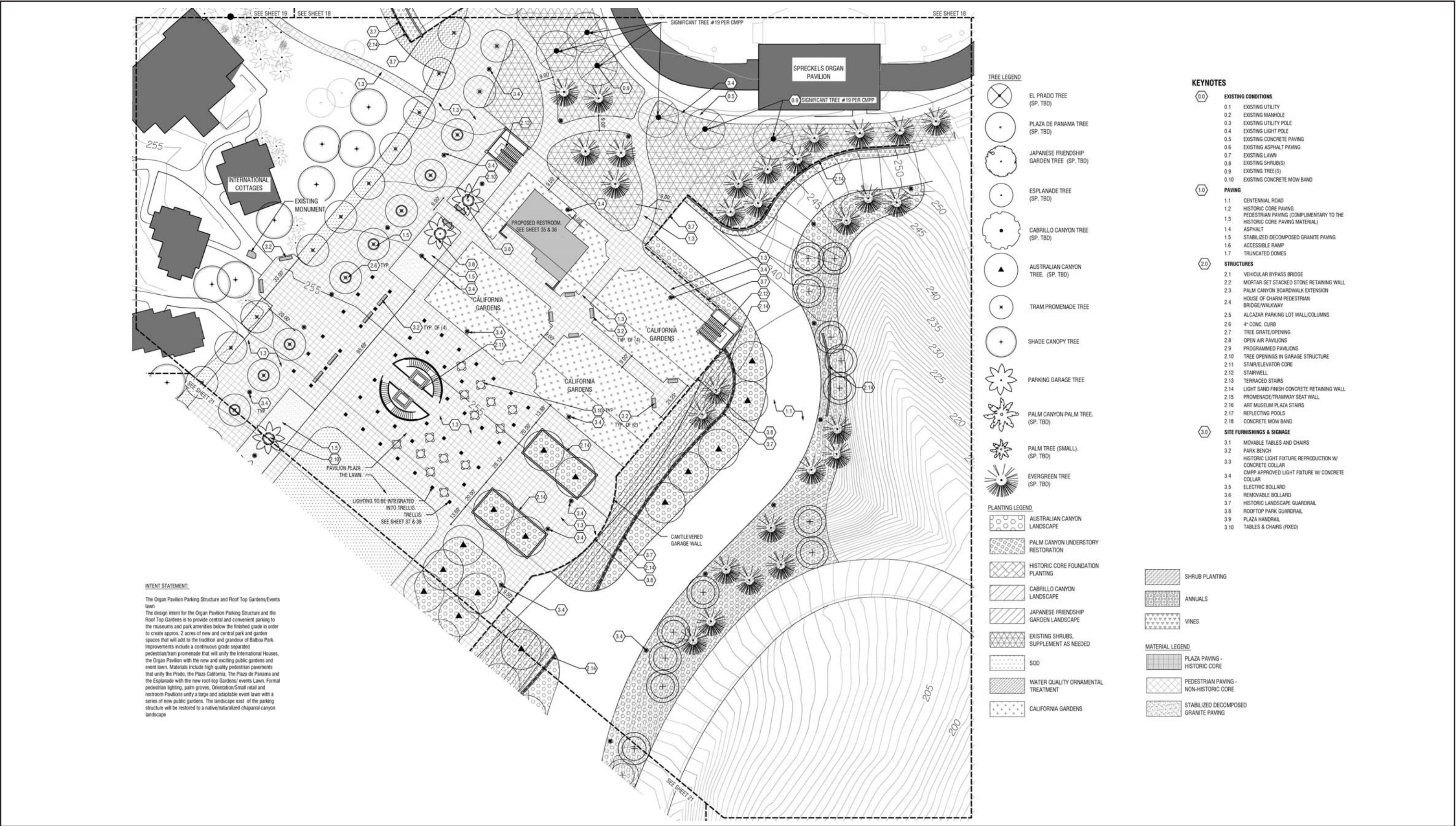


FIGURE 3-39a
Landscape Plan – Rooftop Park (Revised)



FIGURE 3-39b
Landscape Plans - Rooftop Park (Revised)

passive use parkland. In accordance with this goal, revegetation of the site would include low-growing, non-invasive, non-irrigated species that would be compatible with passive recreational uses such as kite flying, picnicking, and pick-up ball games. Grading and revegetation of the site, through hydroseeding, would be done in a manner that would not preclude further restoration of the site in the future according to EMPP goals.

3.6 Tree Removal and Relocation

Balboa Park contains numerous trees that are important because of their size, location, or history (e.g., person who donated or planted them). Accordingly, a tree survey was conducted in and around the project area and dictated the design of the project.

Figures 3-40a–f graphically shows the locations of trees which would need to be removed or relocated in order to implement the project. Trees within the project footprint which cannot be feasibly relocated or which were found to be infested or diseased are shown in red for removal, while trees which are healthy enough to be relocated are shown in orange. Trees which would remain are shown in green. Of the 753 trees surveyed within or adjacent to the project area; 372 would remain, approximately 216 trees would be relocated within the Park, and approximately 165 trees would be removed. The project design includes the planting of approximately 405 new trees. See Figures 3-35 through 3-39 for more details regarding tree plantings as part of the design.

3.7 Infrastructure

The existing infrastructure and utilities in the project area are described in Section 2.3. The project would not require substantial changes to the current infrastructure. Existing 10- and 16-inch water mains would be moved to allow for the undergrounding of the parking structure and a new sewer line spur would be required for the new public restrooms on top of the parking structure. Public utilities and infrastructure are discussed in greater detail within Section 4.15.

3.8 Project Construction

The construction timeline would allow for the completion of the project in time for the 2015 Centennial of the 1915 Panama-California Exposition.

3.8.1 Grading

Grading to implement the project would result in disturbance of approximately 8.91 acres of the 15.4-acre project site. Approximately 163,000 cy of cut and 21,000 cy of fill would

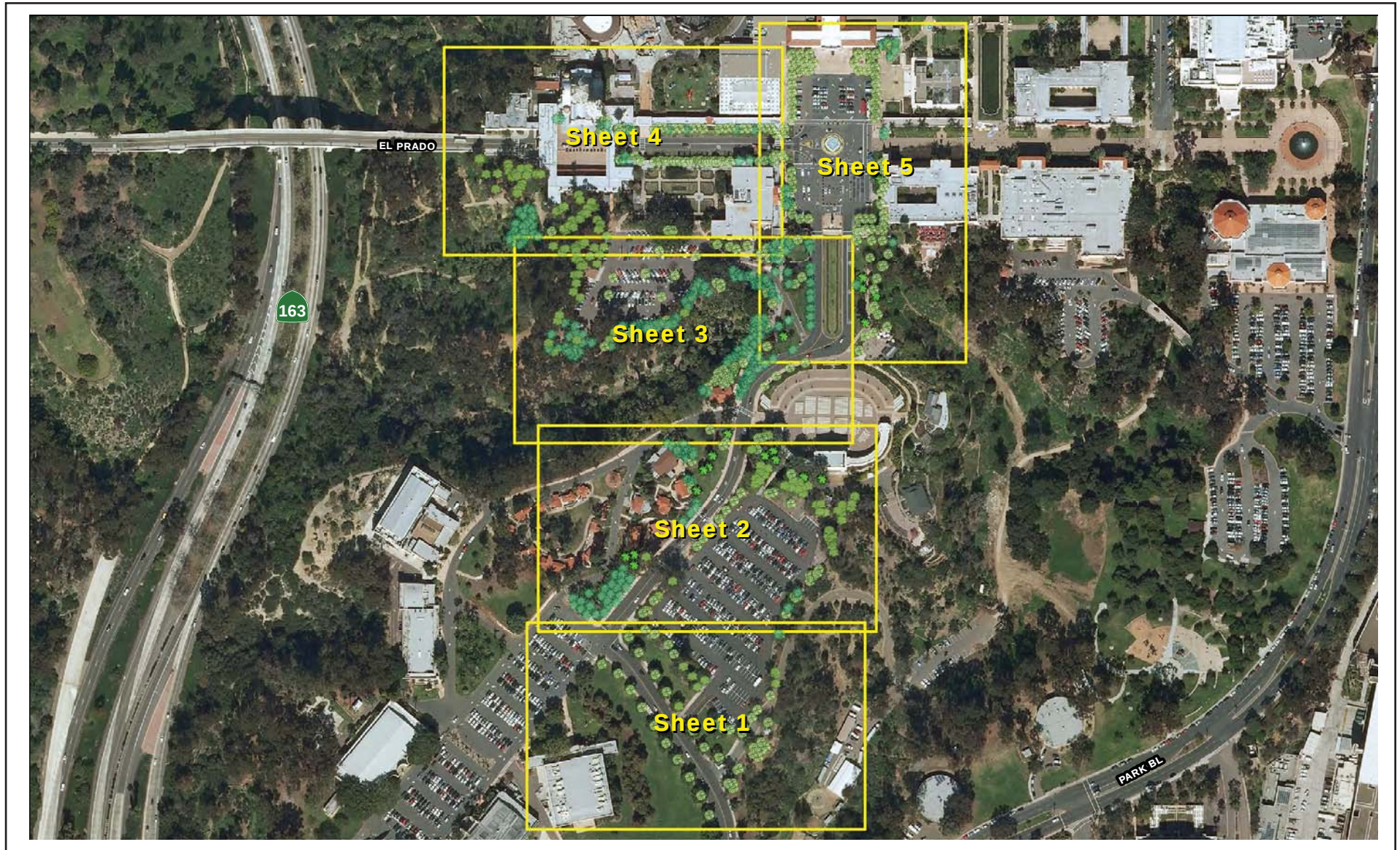


FIGURE 3-40a
Balboa Park Tree Survey

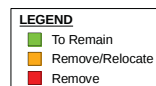


FIGURE 3-40b
Balboa Park Tree Survey



LEGEND	
■	To Remain
■	Remove/Relocate
■	Remove



FIGURE 3-40c
Balboa Park Tree Survey

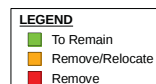


FIGURE 3-40d
Balboa Park Tree Survey

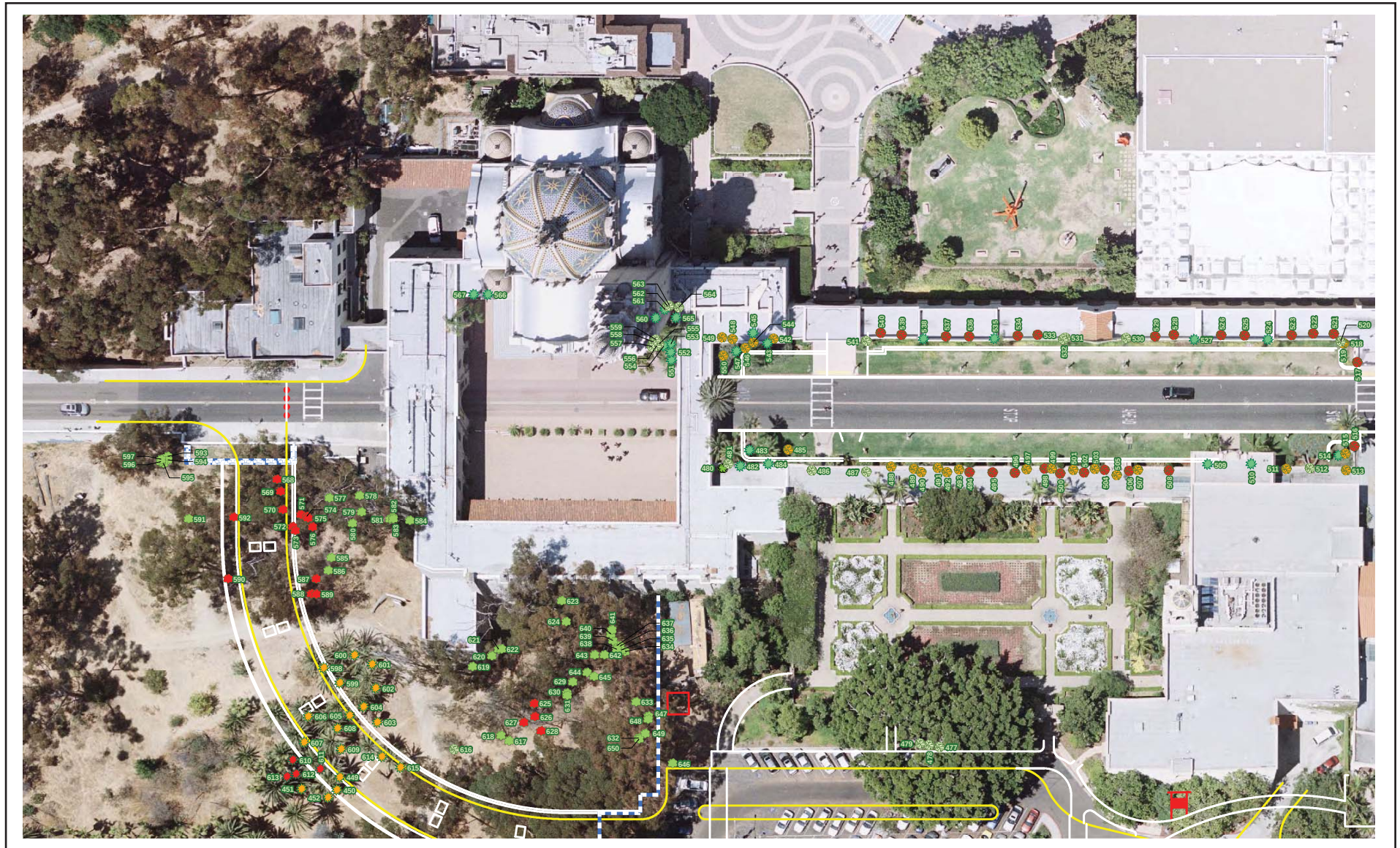


FIGURE 3-40e
Balboa Park Tree Survey



LEGEND
 To Remain
 Remove/Relocate
 Remove

0 100 Feet

FIGURE 3-40f
 Balboa Park Tree Survey

3.0 Project Description

be required; resulting in approximately 15,937 cy per graded acre to accomplish grading on-site. Approximately 21,000 cy of cut would be used as fill material; the remaining 142,000 cy would be exported to the Arizona Street Landfill on the East Mesa. The maximum height of cut slopes would be 30 feet, the maximum height of fill slopes would be 25 feet, and the finished grade would have a maximum 2:1 slope ratio. Figure 3-41a-c shows the grading plan for the project and Figure 3-41d is the grading plan for the off-site Arizona Street Landfill project component.

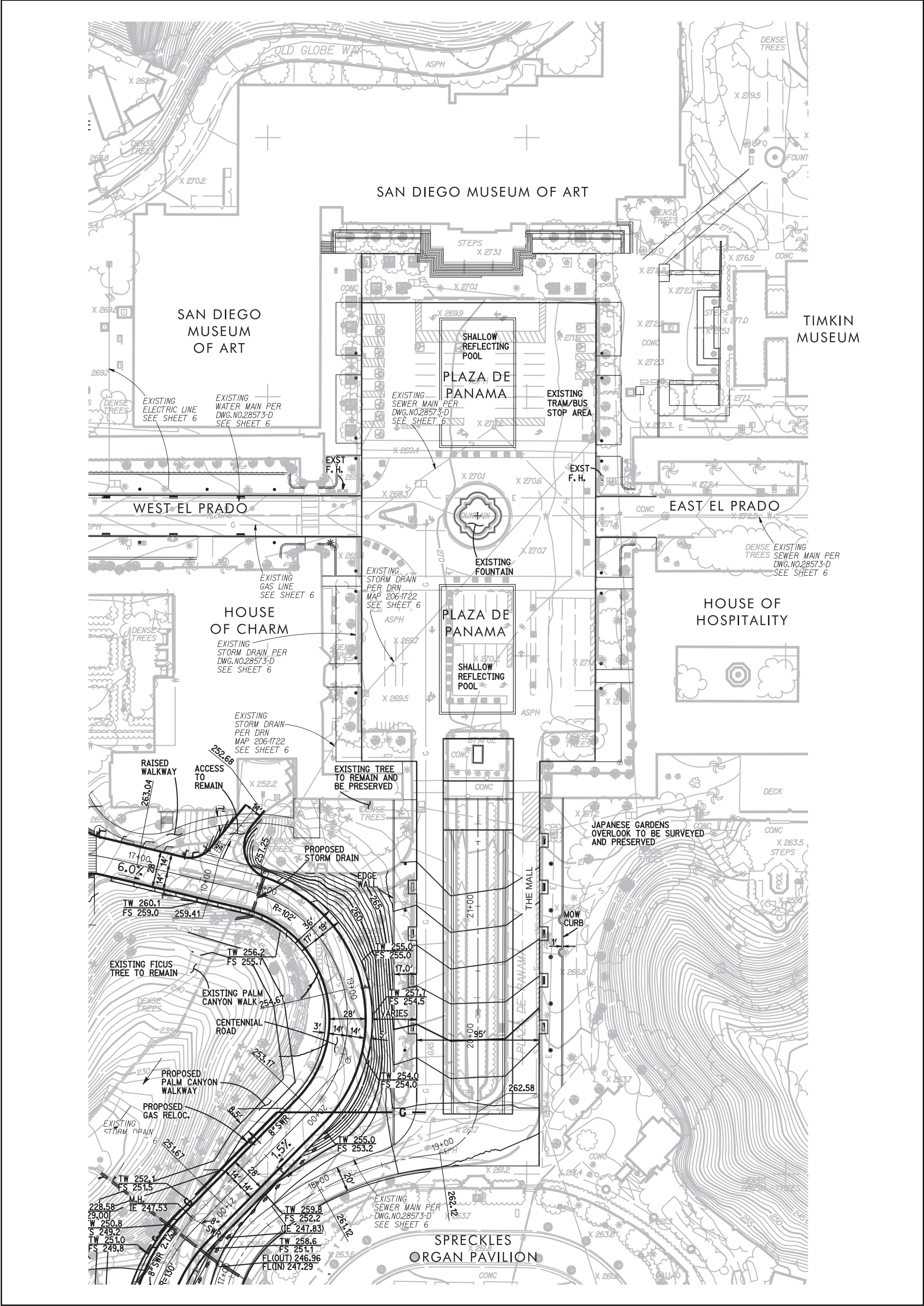
3.8.2 Phasing

The project would be constructed in four contiguous phases (Figures 3-42a-d) while maintaining two-way vehicular traffic through the Park at all times. The project would also be phased to allow full pedestrian access to all non-construction zone areas of the Park. Phasing boundaries may be modified during construction based on coordination input from Park and Recreation Department staff or staff of the institutions, or to respond to unforeseen project conditions. The project is scheduled for a 24-month construction period to be completed no later than December 2014. The approximate duration for each of the individual phases is shown on Table 3-2.

**TABLE 3-2
PHASING PLAN**

Phase	Components	Duration
Phase I	Utility relocation and restroom demolition	2 months
Phase IIa&b	Centennial Bridge and Parking Structure with Rooftop Park	14 Months
Phase III	Utility relocation, restroom demolition, Pedestrian Tram/Promenade and Alcazar Lot Construction	4 Months
Phase IV	Pedestrian tram/promenade, The Mall, and Plaza Improvements	4 Months

The proposed schedule is based on typical working hours (Section 21.04 of the San Diego Municipal Code) which would be between 7:00 a.m. and 7:00 p.m., Monday through Friday. Specific activities, such as extensive on-road equipment operations, underground utility tie-ins, utility shutdowns, and roadway disruptions, would occur outside typical working hours in order to minimize impacts to park visitors, park operations, and surrounding operations. Activities scheduled outside the “typical working hours” would occur in coordination and with the authorization of City Development Services Department (DSD)/Park and Recreation Department staff approval. The actual after hours work would be flexible in order to remain responsive to the schedule of a particular evening’s event. The project’s construction includes a total of four phases, as described below.



No Scale



FIGURE 3-41b
Grading Plan (Revised)

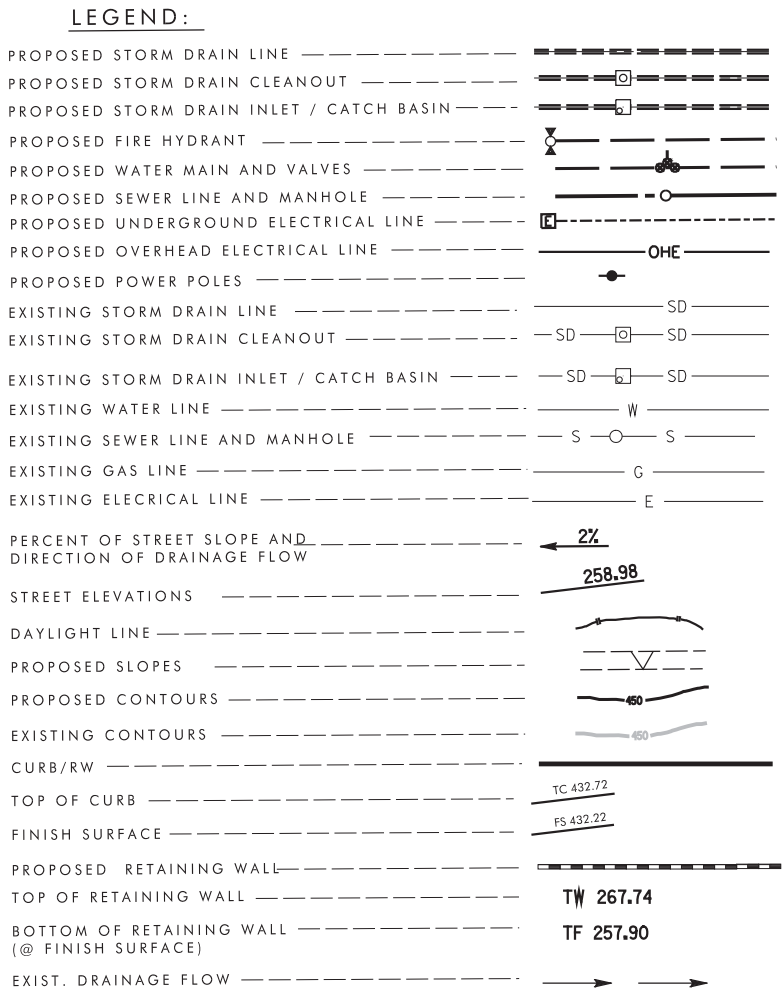
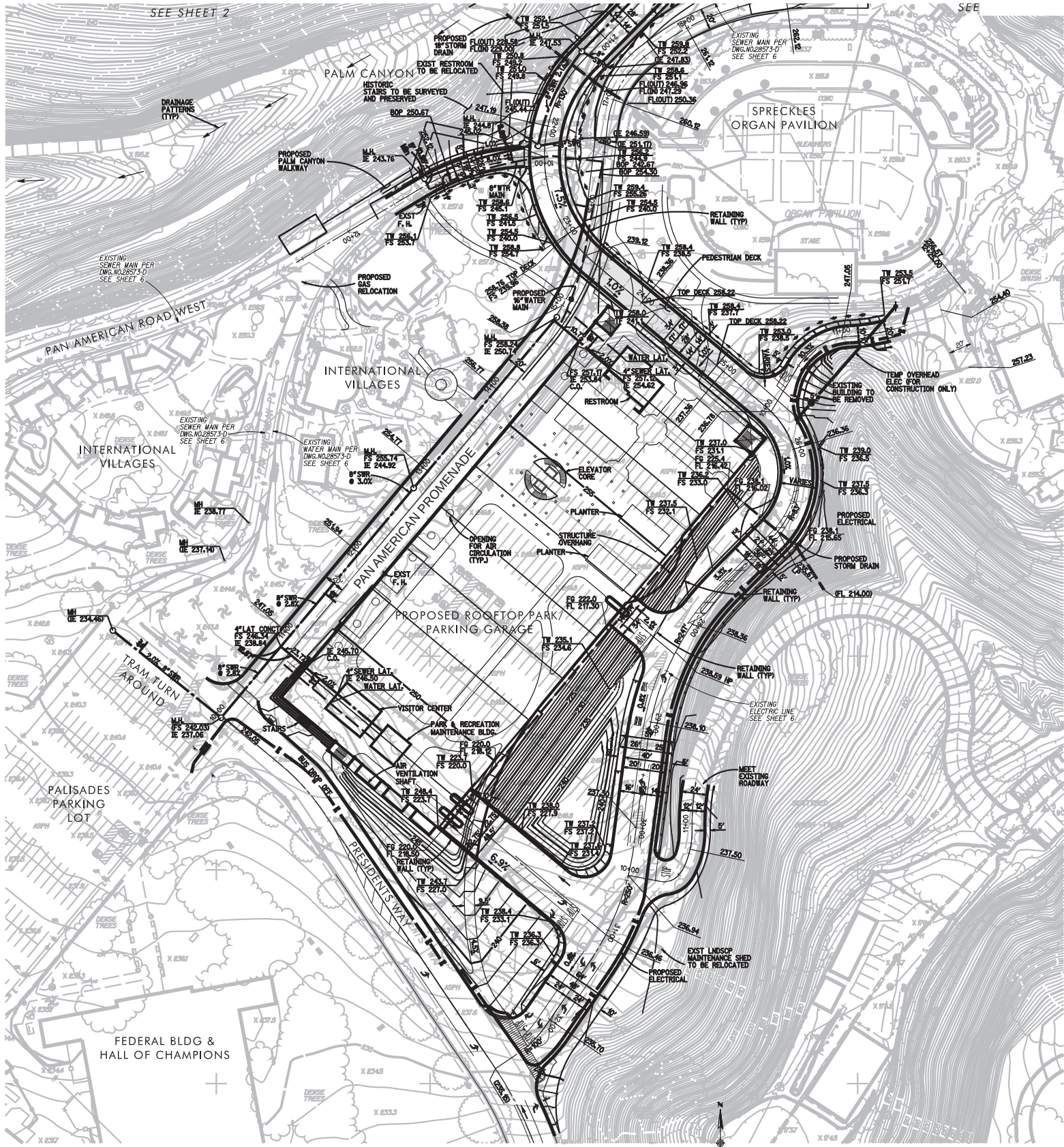


FIGURE 3-41c
Grading Plan (Revised)

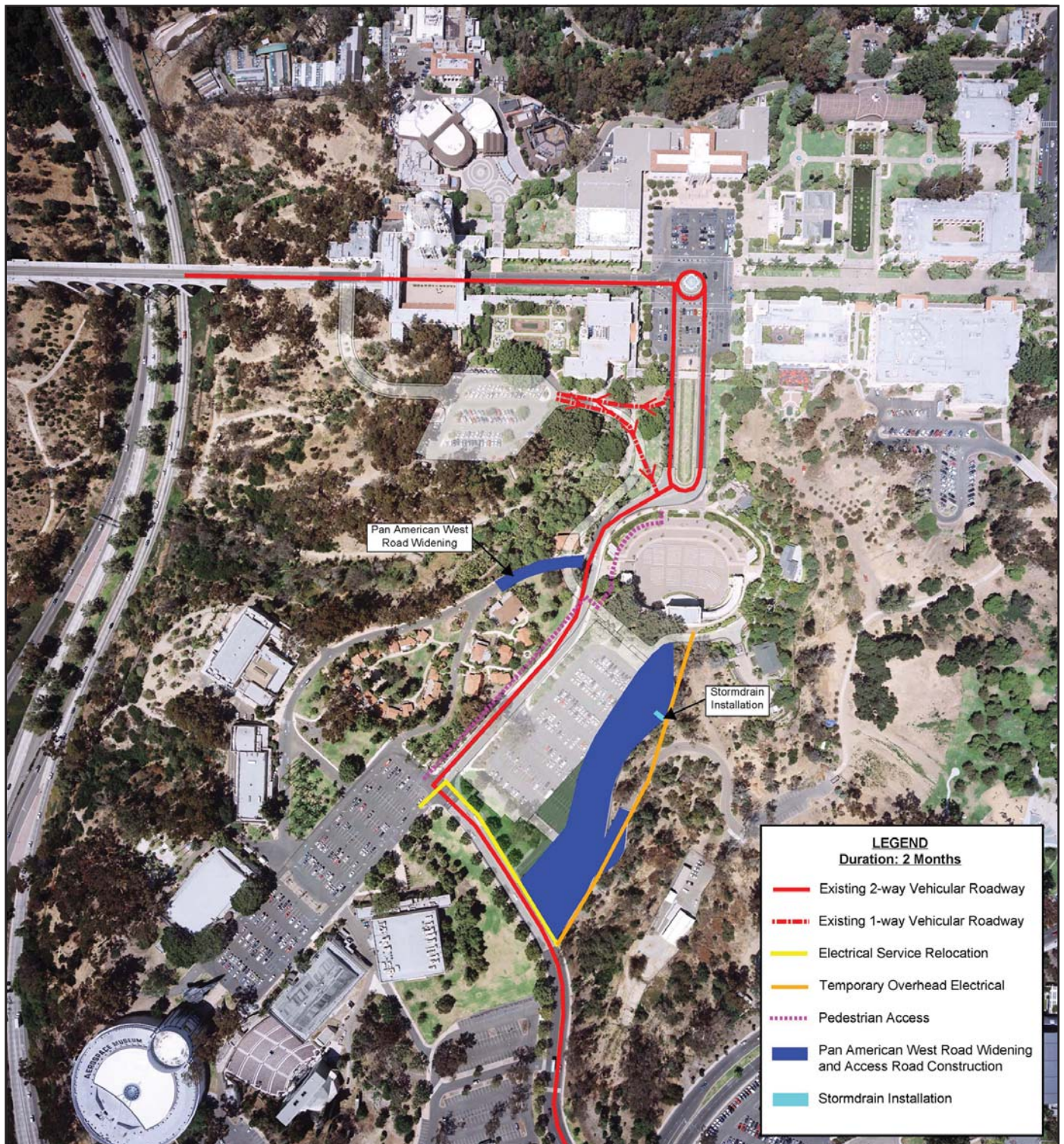
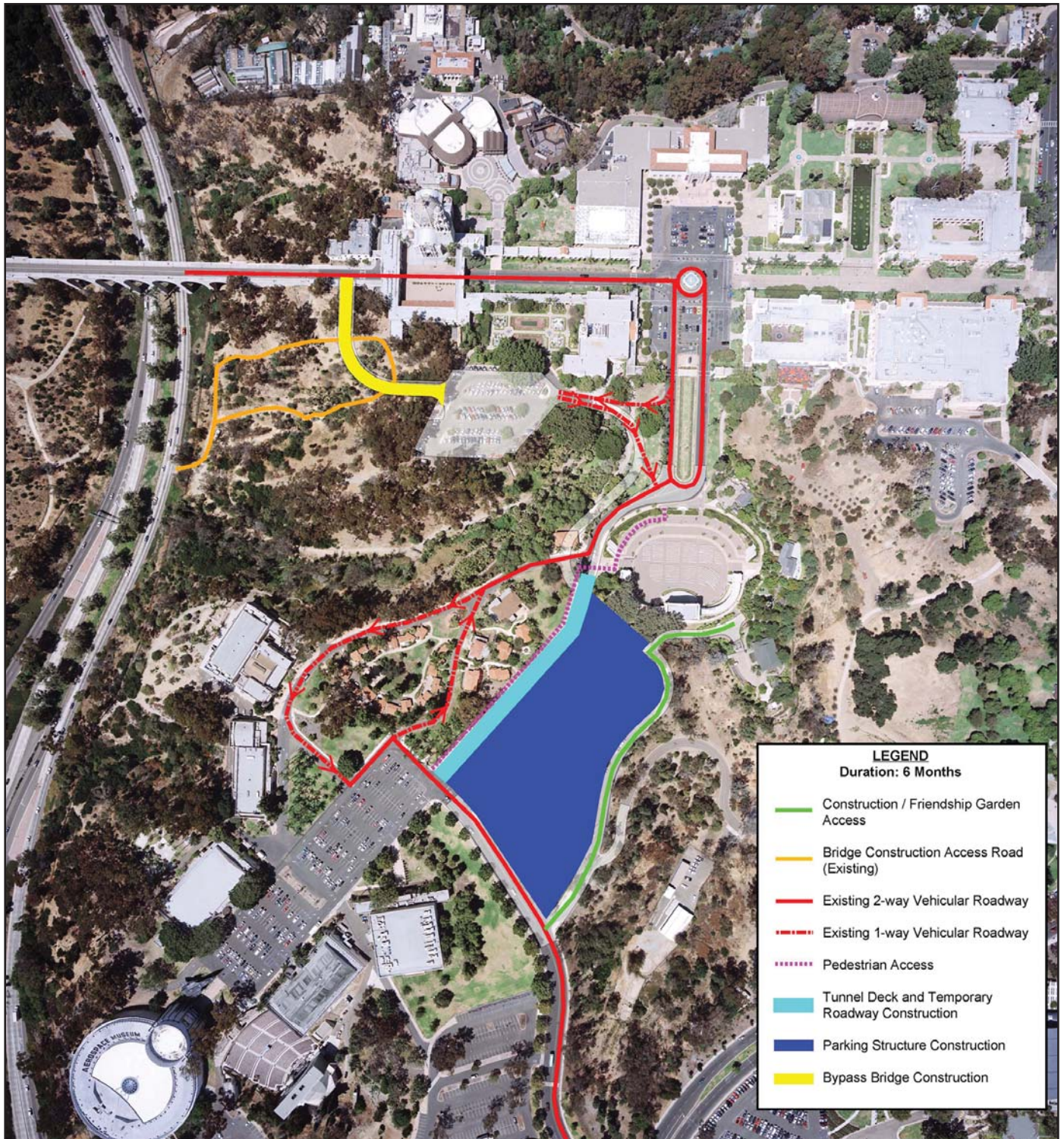


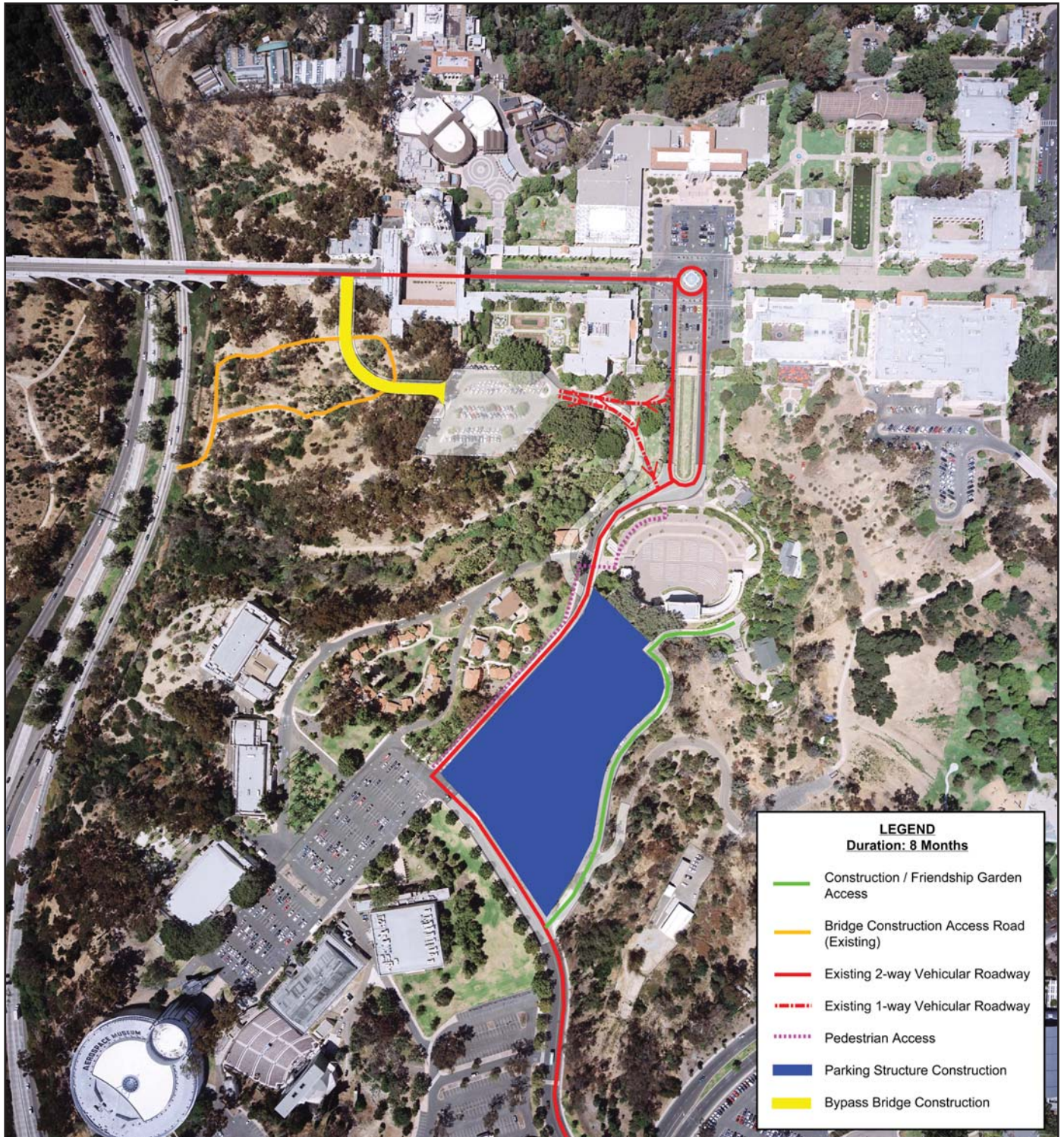
FIGURE 3-42a
Phase I: Utility Relocation and Road Construction (Revised)



No Scale



FIGURE 3-42b
Phase IIA: Bridge and Parking Structure Construction -
Tunnel Deck and Temporary Roadway (Revised)

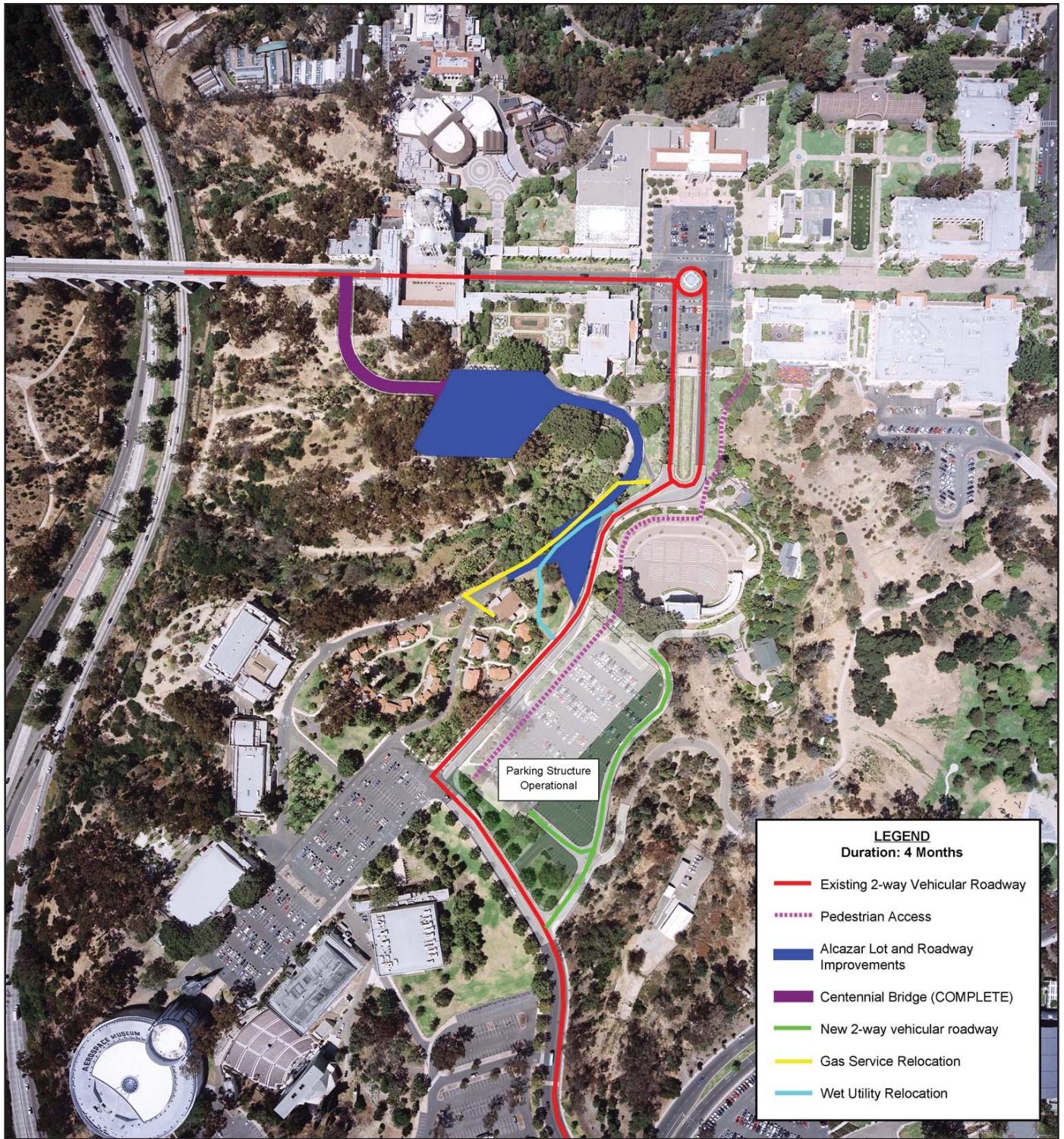


No Scale



FIGURE 3-42c

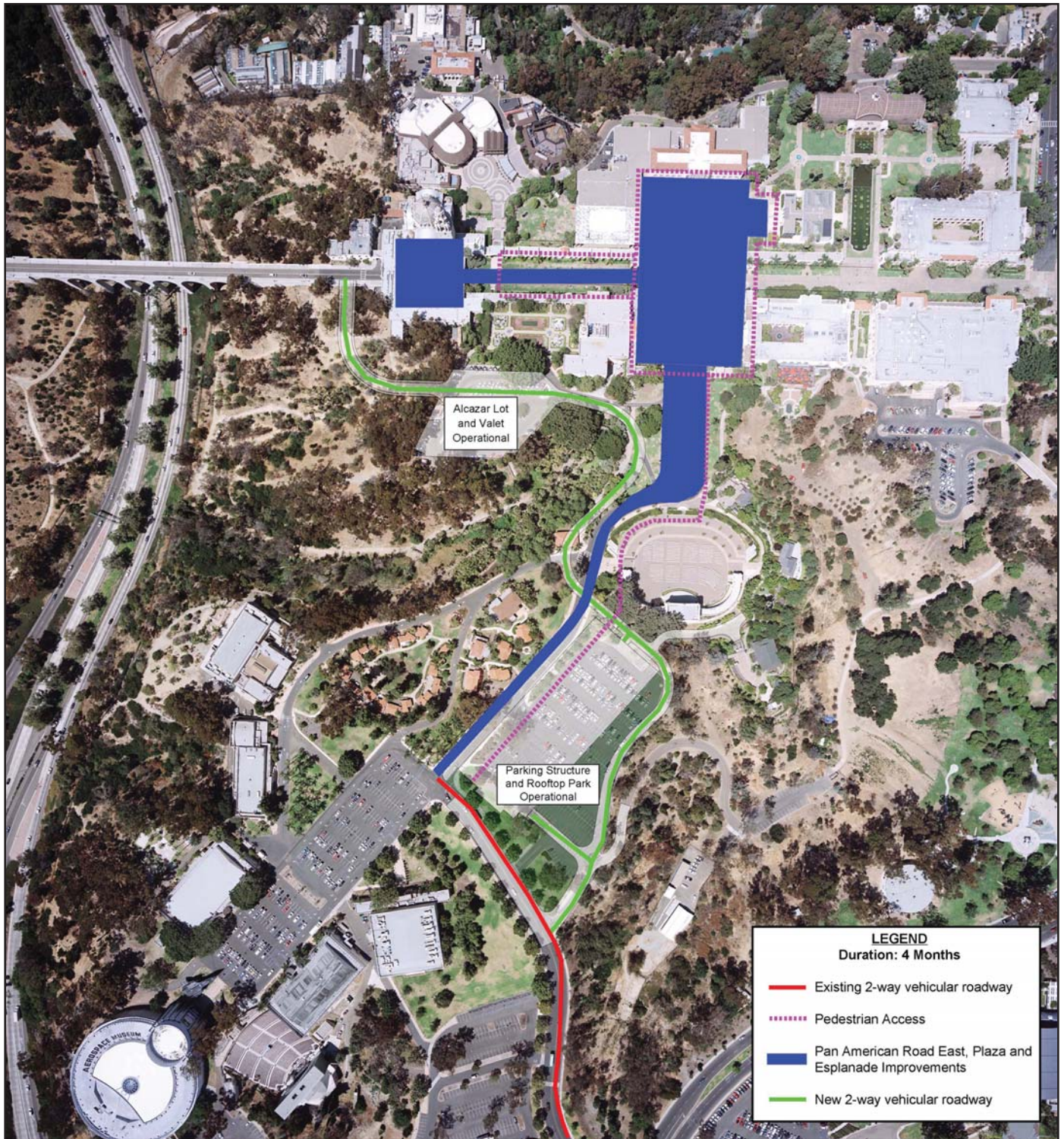
Phase IIB: Bridge and Parking Structure Construction - Including Rooftop Park and Pedestrian Bridge (Revised)



No Scale



FIGURE 3-42d
Phase III: Utility Relocation, Restroom
Demolition and Alcazar Parking Lot (Revised)



No Scale



FIGURE 3-42e
Phase IV: The Mall and Plaza Improvements (Revised)

3.8.2.1 Phase I - Utility Relocation and Restroom Demolition Road Construction

Phase I would entail underground wet and dry utility relocation east of the proposed parking structure and along Presidents Way with emphasis on maintaining required services and access. Also, the north access point to Pan American Road West would be widened for temporary (Phase II) traffic circulation. ~~A temporary public restroom facility would replace the existing facility to be demolished for installation of new, rerouted utilities and partial grading of a portion of the new Centennial roadway just west of Organ Pavilion.~~

~~Pan American Road West from the Organ Pavilion intersection to its intersection with Pan American Place would be closed for realignment of wet utilities and natural gas lines as indicated on Figure 3-42a.~~ The primary thoroughfare of Pan American Road East (between the Organ Pavilion parking lot and the International Cottages) would remain open during this phase; ~~with the exception of after hours shutdowns for utility tie-ins.~~ As required to install new utilities and build the new road east of the parking structure, grading would occur at the east side of the existing Organ Pavilion parking lot resulting in the loss of approximately 70-140 parking stalls. Access to the Japanese Friendship Garden's maintenance area behind the Organ Pavilion would be maintained. Relocated eElectrical service would be temporarily elevated installed along the eastern edge of the new parking structure adjacent to the new roadway along the rim of Gold Gulch and Presidents Way to be joined to existing utility service at the southeast corner of the intersection of Presidents Way and Pan American Road East. Overall, Phase I components include:

- ~~**Public Restrooms:** Temporary public restroom facilities of equal or greater capacity than existing would be established at the lawn area north of the Hall of Nations or further south along Pan American Road West just north of the driveway access to the Balboa Park Club. The temporary public restroom facility would be in place at the outset of Phase I and maintained until completion of the new permanent restroom structure on top of the new parking structure to be completed in Phase II.~~
- **Vehicular Access:** ~~With the closing of Pan American Road West, t~~Two-way vehicular traffic would be maintained along Pan American Road East and through the Mall to the Plaza de Panama. Access to Pan American Road West would be from the Pan American parking lot. ~~with necessary closures occurring between the hours of 1:00 a.m. and 7:00 a.m. There would be no access restrictions for late night employees of the Old Globe and the Prado restaurant.~~ These activities would occur in coordination with and as authorized by Park and Recreation Department staff approval. Existing access in and out of the Alcazar parking lot would be maintained in its current condition.

- **Pedestrian Access:** Pedestrian access would be maintained along Pan American Road East, but diverted from the west sidewalk to the east at the intersection immediately adjacent to the Organ Pavilion where the sidewalk continues uninterrupted along the Mall to the Plaza de Panama. ~~If necessary, the sidewalk would be temporarily widened to allow for increased pedestrian capacity. If pedestrian access would need to be affected, this would be coordinated with Park and Recreation Department staff, to occur between the hours of 1:00 a.m. and 7:00 a.m., and ceasing prior to start of the following work day, in order to minimize impacts to visitors and Park operations.~~
- **Construction Personnel:** The maximum number of construction personnel on-site during this phase would be between 25 and 30 at the peak of activity. All construction workers would park at the lower Inspiration Point lot and be shuttled to the construction site.
- **Construction Staging and Access:** Two locations deemed viable by Park and Recreation Department staff include Gold Gulch, adjacent to the vacant horse stables, or the existing parking lot behind the Starlight Bowl. All construction equipment access for Phase I work would be from Park Boulevard to Presidents Way in order to avoid the public plazas. Standard safety practices would be employed including traffic control and “flagmen” for oversize, high frequency, or other impactful on-road construction activities.
- **Utility Shutdowns/Tie-ins:** For all phases, Park institutions would be informed a minimum of two weeks prior to scheduled utility shutdowns/tie-ins. Interruptions of service would be scheduled at night. Temporary utilities would be provided to the institutions as required if prolonged outages are anticipated.
- **Way Finding:** For all phases, a park wide information system describing construction status and vehicular and pedestrian routes would be maintained throughout duration of construction. Signage and traffic control measures would be provided throughout the construction area and throughout the Park.

3.8.2.2 Phase II – Bridge and Parking Structure Construction

Phase II would include the construction of the Centennial Bridge and the Organ Pavilion parking structure. As shown on Figures 3-42b and 3-42c, construction of the Centennial Bridge would require access into Cabrillo Canyon. The project would utilize the same construction access road (shown in orange on Figures 3-42b and 3-42c) which would be used for the Cabrillo Bridge Overcrossing Seismic Retrofit/Rehabilitation and Lighting projects being undertaken by Caltrans (see Section 7.0 for more details). Caltrans anticipates their activities taking place from February 2012 through September 2015.

The construction access route (see Figures 3-42b and 3-42c) would utilize existing dirt access roads through Cabrillo Canyon and would be accessed directly from SR-163.

3.0 Project Description

Both the Caltrans projects would utilize these existing dirt trails during construction and access and site security would be coordinated. Foundation work on the Centennial Bridge would consist of drilled piers as a means for abutment support at each end and conventional excavation for spread footings at each of the piers.

Phase II would occur in two stages; Phases IIa and IIb. Phase IIa (approximately six months) would involve the construction of the west portion of the pedestrian promenade that passes over the Centennial Road tunnel, to allow temporary traffic circulation during Phase IIb (approximately eight months), while also starting the site preparation for the parking structure.

For the parking structure, approximately 142,000 cy of soil would be removed over a two-month period and, would require roughly 10,400 truck-hauls. The export material would be trucked to the Arizona Street Landfill, located approximately one-half mile to the east within the East Mesa portion of Balboa Park. The proposed haul route and dump locations are shown on Figure 3-31 and described in Section 3.4.6.4 above.

Existing asphalt pavement from the Organ Pavilion parking lot would be removed and recycled on-site; after the asphalt is removed, excavation would begin. Concurrent with excavation, slope stabilization/shoring would occur along Pan American Road East. Adjacent pedestrian and vehicular activities would be protected at all times. ~~As excavation proceeds, the existing utilities, previously rerouted and abandoned in Phase I, would be removed.~~ Foundation and structural work would commence as early as possible in conjunction with the completion of the excavation and the temporary slope stabilization activities.

Phase II is the most extensive phase of construction in terms of both duration and effort because of the excavation occurring within the Organ Pavilion parking lot and construction of the proposed new parking structure. In an effort to minimize impacts to park visitors, parking, and general park operations, work on portions of the parking structure may be accelerated by using a two-shift operation, with the first shift working from 1:00 a.m. to 9:30 a.m. and the second shift working from 9:30 a.m. to 6:00 p.m. However, soil export hauling to the Arizona Street Landfill would be coordinated to occur outside the peak traffic hours. Activities intended for dual-shift may include excavation and export, concrete formwork, reinforcing steel placement, and concrete placement and finishing. Activities scheduled outside the “typical working hours” would occur only as coordinated with and granted by the Park and Recreation Department staff.

The parking structure would be open immediately upon completion in order to provide increased parking capacity; during which time the Promenade connection, finish work, landscaping, and ancillary structures would continue at the rooftop level of the parking structure.

Overall aspects of Phase II include the following:

- **Vehicular Access:** ~~During this phase, two-way vehicular traffic would continue to be facilitated along Pan American Road East as it is today. The continuation of work west of Pan American Road would not affect the two-way vehicular circulation, nor would it affect ingress/egress to the Alcazar parking lot.~~ During Phase IIa, vehicular circulation would be via a one-way route circling the International Cottages to connect Presidents Way (via the Pan American parking lot) to Pan American Road West. After completion of the pedestrian/tram promenade, Phase IIb would route two-way traffic back along Pan American Road East across the tunnel lid.
- **Pedestrian Access:** Pedestrian access during all of Phase II would be maintained along the west sidewalk of Pan American Road East, but diverted from the west sidewalk to the east at the intersection adjacent to the Organ Pavilion where the sidewalk continues uninterrupted along the eastern side of the Mall to the Plaza de Panama. If pedestrian access would need to be affected, this would be coordinated with Park and Recreation Department staff and occur between the hours of 1:00 a.m. and 7:00 a.m., in order to minimize impacts to visitors and Park operations. Pedestrian access along the Cabrillo Bridge would be maintained during this phase.
- **Archery Range:** The archery range would remain open for use. However, targets underneath the new bridge or within the vicinity of construction activities, staging areas, or access roads would need to be relocated or temporarily taken out of use. The construction staging area would be demarcated from archery areas with construction fencing. Appropriate coordination would occur between the San Diego Archers and both Caltrans projects in order to maintain the safety of both the archers and construction workers within the archery range area.
- **Parking and Tram Service:** During this phase, visitor and employee parking would be available at the Federal and Inspiration Point parking lots. To accommodate visitor and employee parking displaced by the activities at the Organ Pavilion parking lot, tram operations would be implemented. The tram would transport employees and visitors between the Inspiration Point parking lot and the Plaza de Panama with stops at the Pan American parking lot for those parking at the Federal Building and Pan American lots. The proposed tram service would operate three trams power/pull units with three trailer cars for up to 100 passengers each. Hours of operation for the tram would be between the hours of 8:00 a.m. and midnight daily with pick-up/drop-offs occurring on a 10- to 15-minute cycle, allowing for flexibility in consideration of weekday versus weekend and special event scheduling. Signage indicating tram routes, hours, and services would be provided throughout the Park.

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- **Construction Personnel:** The maximum number of construction personnel on-site at any one time during this phase would be between 120 and 135 at the peak of activity. All construction workers would park at the lower Inspiration Point parking lot and be shuttled to the construction site.
- **Export Hauling:** The hauling of 142,000 cy of soil removed from the Organ Pavilion parking lot to the disposal site located at the Arizona Street Landfill is discussed above in Section 3.4.6.4.

3.8.2.3 Phase III – Alcazar Parking Lot and Pan American Promenade Construction

Phase III, as shown on Figure 3-42d, would begin once the new parking structure is operational. This phase of the project would involve demolition of the existing restroom structure (with the permanent facilities operational on top of the parking structure), utility realignments at the intersection of Pan American Road and Pan American Road West, demolition, regrading/leveling for ADA requirements, and replacement of the existing Alcazar parking lot, including tie-in to the new Centennial Bridge roadway; realignment of the connector road from the Alcazar parking lot to Pan American Road; associated retaining walls to allow grade separation between the vehicular roadway and pedestrian/tram promenade; and improvements to Pan American Promenade fronting the new parking structure. Phase III components would include:

- **Vehicular Access:** Two-way traffic would be maintained along Pan American Road East, along the pedestrian/tram promenade, and over Centennial Road. ~~by diverting to the one-way loop around the International Cottages. Southbound traffic would travel Pan American Road West and northbound traffic from Presidents Way/Pan American Plaza would travel Pan American Place. This loop would be connected to the Plaza de Panama via a two-way temporary transition road connecting the Mall to Pan American Road West.~~ Access to the Alcazar parking lot would be closed during this phase. Minor widening of Pan American Road West may be required for a limited extent.
- **Pedestrian Access:** Pedestrian access would be through the new rooftop park past the Organ Pavilion where the sidewalk would continue uninterrupted along the eastern side of the Mall to the Plaza de Panama. Pedestrian access along the Cabrillo Bridge and through the plazas would remain intact.
- **Archery Range:** Complete usage of the range would be reestablished though access would be temporarily relocated to Old Globe Way or from existing stairs on the Cabrillo Bridge.
- **Parking:** The new parking structure would be open, ADA parking would be removed from the Alcazar parking lot but would be available in increased

numbers at the Plaza de Panama, Pan American lot, and all other Balboa Park parking lots where it is currently available.

- **Tram Service:** The tram would continue operation, per the schedule identified above in the Phase II description, with service between the Inspiration Point parking lot and the Plaza de Panama, including stops for those parking at the Federal Building and Pan American parking lots.
- **Construction Personnel:** The maximum number of construction personnel on-site at any one time during this phase would be approximately 30 to 40. All construction workers would park at the lower Inspiration Point parking lot and be shuttled to the construction site.
- **Construction Staging and Access:** Construction staging during Phase III would be contained within the Alcazar parking lot. All construction equipment access to the site would be from Park Boulevard/Presidents Way to avoid the public plazas. Access for construction equipment to the Alcazar parking lot would occur between the hours of 7:00 a.m. to 9:00 a.m.

3.8.2.4 Phase IV – the Pedestrian/Tram Promenade, Mall, and Plaza Improvements

This final phase of the project (see Figure 3-42e) would consist of staged demolition of existing pavement, hardscape, landscape, and fixtures; finish grading; site utilities, and site improvements including hardscape and landscape to complete finishes along the pedestrian/tram promenade and rehabilitate the Plaza de California, El Prado, Plaza de Panama, and the Mall. Descriptions of Phase IV considerations are as follows:

- **Vehicular Access:** Permanent vehicular circulation through the park would be restored along the new roadway. Public vehicular traffic would be eliminated from the Plaza de California, El Prado, Plaza de Panama, and the Mall. Public access heading east or west from the Cabrillo Bridge would continue on the new circulation network.
- **Pedestrian Access:** Pedestrian access from Presidents Way and the Pan American parking lot at the south would be across the new rooftop park and through the Organ Pavilion ~~restored via the new promenade along the Pan American Road East~~. Continuing north, pedestrian access would be diverted to the eastern side of the Mall and through the perimeter and existing arcades bordering the Plaza de Panama, El Prado, and Plaza de California. Pedestrian routes through the Plaza de Panama, El Prado, and Plaza de California would alternate with the phasing of this work. Pedestrian access across the new Centennial Bridge and through the Alcazar parking lot would allow visitors to avoid the Plazas for access to Palm Canyon and the Palisades area of the Park.

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- **Archery Range:** Complete usage of the range and access from Alcazar parking lot would be returned.
- **Tram Service:** With the Alcazar parking lot and Organ Pavilion parking structure in operation during this phase, planned tram service would be from the north end of the Pan American parking lot to available areas within the Mall or southern portion of the Plaza de Panama. Phasing of construction activities along the Mall and in the Plaza de Panama would allow for required and continuous tram access.
- **Construction Personnel:** The maximum number of construction personnel on-site at any one time during this phase would be approximately 40 to 50. All construction trade workers would park at the lower Inspiration Point parking lot and be shuttled to the construction site.
- **Construction Staging and Access:** Construction staging would be the same as proposed for Phase I.

3.8.3 Construction Phase Tram System

During construction, there would be periods, as indicated in the Phasing Diagrams and descriptions above, when Plaza de Panama, Alcazar and Organ Pavilion parking lots would be unavailable for parking vehicles. The new tram service would run between the Inspiration Point parking lot and the Plaza de Panama and temporary parking management plans would be implemented. To provide visitor parking in the Alcazar, Pan American, and Federal Building lots, these lots would be closed until approximately 9:30 a.m. Employees arriving prior to that time would park in the Inspiration Point parking lot and use the tram service. The tram hours of operation would be from approximately 8:00 a.m. until the conclusion of major events in the Park (normally 11:30 p.m.-midnight). The tram service would operate every 10 to 15 minutes, depending on the time of day and day of week.

3.9 History of Project Changes

This section chronicles the physical changes that have been made to the project in response to environmental concerns raised during public meetings or during the City's review of the project. Project changes or redesigns include:

Centennial Bridge

- Changed design of the Centennial Bridge from use of embankments, then use of pillars of a design similar to freeway style construction, to the current design

which utilizes six slender pillars to reflect similar design intent as the Cabrillo Bridge.

- Increased tree plantings within Cabrillo Canyon, to minimize views of Centennial Bridge and re-establish historic canopy per CMPP/BPMP goals
- Added sidewalk
- Increased width to accommodate shared roadway (Bikes)
- Reduced the length of Cabrillo Bridge wall to be removed
- Converted it from one-way to a two-way structure
- Maximized the distance between the Bridge and the corner of the California Building.

Centennial Bypass Road

- Decreased or eliminated retaining walls as feasible
- Added planting and vines along retaining walls to minimize visual impacts
- Converted it from one-way to two-way
- Extended Palm Canyon walk to improve pedestrian access and experience of Palm Canyon.

Plaza de California

- Added movable tables and chairs to increase comfort and accommodate the potential future inclusion of café in this plaza
- Selected paving material to reference monolithic look and color of the historic decomposed granite.

El Prado

- Adjusted alignment to match historic design
- Introduced reproductions of the 1915 light fixtures to increase historic appropriateness
- Selected paving material to reference monolithic look and color of the historic decomposed granite

3.0 Project Description

- Added historic connection/walkway between arcade and central walk in the middle of the north side.

Plaza de Panama

- Included North fountain within the Plaza design
- Re-created the 1926 layout of the Museum of Art steps.
- Introduced reproductions of the 1915 light fixtures to increase historic appropriateness
- Added historic lawn panels around perimeter of plaza to match historic design including in front of Museum of Art
- Added trees in the Plaza de Panama to create additional shade/user comfort
- Designed reflecting pool
- Selected paving material to reference monolithic look and color of the historic decomposed granite
- Incorporated the design of the small plaza in-front of the Timken Museum to make it part of the overall plaza composition.

The Mall

- Eliminated/reduced retaining walls along the Mall.
- Eliminated additional walking surfaces to minimize impacts on significant tree species.
- Reintroduced shade trees along the east and west sides of the Mall
- Re-created the historic layout including squared-off corners and wider central median/lawn area.

Alcazar Parking Lot

- Maximized distance between cars and Alcazar Garden
- Added low sound buffering wall between roadway and garden/drop-off area
- Decreased the crossing locations and added pedestrian activated crossing signals and raised cross-walk to increase pedestrian safety

- Added ADA compliant connection between the Alcazar parking lot and the Plaza de Panama (raised walkway behind the House of Charm/Mingei Museum)
- Maintained access to Mingei loading area
- Incorporated a wood log pergola structure adjacent to the valet booth as a waiting area
- Added dumpster enclosure and unisex restroom to the south end of the lot to decrease visual impact
- Added access stairs to archery range in Cabrillo Canyon from the Alcazar parking lot.
- Reconfigured maintenance area to the north to increase efficiency and eliminate existing structure on the southwest corner of the lot, improving views of Palm Canyon.
- Refined the Alcazar parking lot layout and circulation patterns based on community input. The overall lot size was reduced and the retaining walls around the lot were reduced in both height and length, with some removed altogether.
- Added perimeter walkway to provide views of Palm/Cabrillo Canyons, and improve access to Archery Range.

Rooftop Park

- Increased width of pedestrian walkway/decking over the bypass road connecting the rooftop park and Palisades area to the Organ Pavilion
- Reduced lawn space to reduce water demands, and simplified its overall shape to minimize potential maintenance costs
- Increased the amount of garden spaces to create a variety of experiences for park users
- Shifted children's play elements and open lawn southeast away from Organ Pavilion to decrease noise impacts
- Preserved the plantings behind the Organ Pavilion
- Redesigned the overall layout to be more rectilinear and historically compatible.

Restroom Building

- Added fixtures to increase the overall size and capacity.

Shade Trellis/Elevator Core

- Added second elevator
- Redesigned the main circulation core with glass elevators clad in water-cut steel panels that utilize a traditional grille pattern, creating a backlit Moorish lantern effect.
- Added visual and auditory alerts on the exterior of elevators
- Introduced photovoltaic panels on trellis roofs
- Added planting
- Removed columns to create a more open and flexible environment.

Visitor Center/Small Restrooms

- Added an additional maintenance facility and irrigation room and eliminated the maintenance building on the edge of Palm Canyon
- Increased the size of the Visitor Center to accommodate user needs
- Added photovoltaic panels to rooftop (concealed behind the parapets)
- Upgraded to include two family restrooms
- Adjusted window locations and sizes and added skylights
- Redesigned the storefront entries.

Parking Structure

- Changed parking structure entry/exit drives (shifted to the east to increase safety and decrease potential noise impacts to events in the Organ Pavilion).

Tram

- Revised tram turnaround at Pan American lot to minimize impacts to existing park space and future expansion of The House of Public Relations ~~International Village~~.