

Post-It™ brand fax transmittal memo 7671		2
To JANE HUMES	From BOB MAZUREK	
Co. CITY SANDIEGO	Co. SDCC	
Dept. PROPERTY	Phone # 408 438 0408	
Fax # 619 696 0590	Fax # 408 438 6481	

A397497

ENDORSED
FILED
In the office of the Secretary of State
of the State of California

CERTIFICATE OF AMENDMENT

JAN 9 1991

OF

MAZUREK, Secretary of State

ARTICLES OF INCORPORATION

ED HUTTON and JULIANNE ARMANASCO-MAZUREK, certify that:

1. They are the President and Secretary, respectively, of SAN DIEGO SEASIDE COMPANY, a California corporation.
2. Article I of the Articles of Incorporation of this corporation is amended to read as follows:

"The name of this corporation is SAN DIEGO COASTER COMPANY."

3. The foregoing Amendment of Articles of Incorporation has been duly approved by the Board of Directors.
4. The foregoing amendment of Articles of Incorporation has been duly approved by the required vote of shareholders in accordance with Section 902 of the Corporations Code. The total number of outstanding shares of the corporation is 7,143. The number of shares voting in favor of the amendment equaled or exceeded the vote required. The percentage vote required was more than 50%.

We further declare under penalty of perjury under the laws of the State of California that the matters set forth in this certificate are true and correct of our own knowledge.

Dated: January 3, 1991.

[Signature]

CITY OF SAN DIEGO	
PROPERTY DEPT.	
☐	DIRECTOR
☐	DEPUTY MANAGER
☒	FILE COPY
☐	CHRON. COPY
☐	ORIGINATOR

September 13, 1990

File: Leases - Hutton and Morgan

Mr. Dana H. Morgan, Vice President
San Diego Seaside Company
3190 Mission Boulevard
San Diego, CA 92109

Re: Lease Agreement - City of San Diego and San Diego
Seaside Company, City Clerk Document 274204

Section 9.04, Description and Listing of LESSEE-owned
Improvements, of the subject lease is hereby amended to
add:

1) one, six-coach roller coaster train 2178-03


Don Barone
Property Services Supervisor

DSB:JEH:st(43-1)

cc: City Clerk (for documentation)

RR-274204-1
DOCUMENT NO. RR-274204-1
FILED SEP 18 1990
OFFICE OF THE CITY CLERK
SAN DIEGO, CALIFORNIA

OPERATING MEMORANDUM TO PERCENTAGE LEASE

This Operating Memorandum to Percentage Lease is dated for reference purposes February 25, 1991 by and between the CITY OF SAN DIEGO, a municipal corporation ("Lessor") and SAN DIEGO COASTER COMPANY, a California corporation formerly known as San Diego Seaside Company ("Lessee") with respect to the following facts:

RECITALS

A. Lessor and Lessee entered into a Percentage Lease dated Aug 7, 1989 ("Percentage Lease").

B. The legal description of the real property which is leased by Lessee pursuant to the Percentage Lease is incorrect and the parties desire to incorporate the correct legal description.

NOW, THEREFORE, in consideration of mutual agreements set forth herein, the parties agree as follows:

AGREEMENT

1. Exhibit A which was attached to the Percentage Lease is hereby deleted and Exhibit A-1 which is attached hereto is substituted in place thereof as the true and correct legal description of the real property which is leased by Lessee pursuant to the Percentage Lease.

2. Except as amended hereby, all the provisions of the Percentage Lease shall remain unchanged and in full force and effect.

Lessor:

CITY OF SAN DIEGO,
a municipal corporation

Lessee:

SAN DIEGO COASTER COMPANY,
a California corporation
formerly known as San Diego
Seaside Company

By: [Signature]

Name: G.R. Randolph
Title: Supervising Property Agent

By: [Signature]

Name: Dana H. Morgan
Title: Vice Pres.

Approved as to form and legality
this 26 day of February, 1991:

By: [Signature]

Name: ED Hutton
Title: PRESIDENT

By: [Signature]

Name: H. VALDERHANG
Title: Deputy City Attorney

DOCUMENT NO. 769766

FILED MAR 19 1991
OFFICE OF THE CITY CLERK
SAN DIEGO, CALIFORNIA

RECEIVED

MAR 20 1991

PROPERTY DEPT.

LEGAL DESCRIPTION

All that portion of Pueblo Lot 1803 of Pueblo Lands, in the City of San Diego, County of San Diego, State of California, according to Map thereof made by James Pascoe in 1870, now known as Miscellaneous Map No. 36, and the unnumbered Tract of Mission Beach according to Map thereof No. 1809, filed in the Office of the County Recorder of San Diego County, more particularly described as follows: .

Beginning at City Survey Monument "BELMONT" at the intersection of Ventura Place and Ocean Front Walk as shown on said Map of Mission Beach; thence South 17°33'57" East 59.92 feet; thence North 86°57'43" East 377.62 feet; thence South 03°02'17" East 6.00 feet; thence South 83°06'55" East 48.54 feet; thence South 03°02'17" East 15.35 feet to the TRUE POINT OF BEGINNING; thence South 75°50'22" West 2.48 feet; thence South 84°54'14" West 8.27 feet; thence South 60°55'41" West 16.35 feet; thence South 44°59'16" West 16.67 feet; thence South 26°39'19" West 16.17 feet; thence South 07°38'23" West 16.24 feet; thence South 00°08'13" East 7.96 feet; thence South 11°55'16" East 16.51 feet; thence South 19°16'16" East 39.37 feet; thence South 65°32'18" West 7.24 feet; thence South 28°07'54" West 16.54 feet; thence South 11°33'28" West 16.04 feet; thence South 42°31'53" West 22.28 feet; thence North 49°19'28" West 3.43 feet; thence South 42°14'42" West 41.48 feet; thence South 46°32'33" East 3.49 feet; thence South 42°04'28" West 37.12 feet; thence South 01°31'54" West 52.83 feet to a point in a non-tangent 20.00 foot radius curve concave Westerly, a radial line to said point bears North 10°02'02" East; thence Southerly along said curve through a central angle of 135°11'04" an arc distance of 47.19 feet; thence along a non-tangent line South 02°56'09" East 148.09 feet; thence South 44°27'04" East 8.93 feet; thence South 37°14'33" East 24.47 feet; thence South 65°19'34" East 24.49 feet; thence North 85°00'57" East 24.31 feet; thence North 61°42'41" East 16.27 feet; thence North 35°12'19" East 24.54 feet; thence North 05°35'18" East 32.32 feet; thence North 02°52'15" West 119.94 feet to the beginning of a tangent 120.00 foot radius curve concave Southeasterly; thence Northeasterly along said curve through a central angle of 30°21'47" an arc distance of 63.59 feet; thence tangent to said curve North 27°02'27" East 94.78 feet; thence North 27°06'20" East 15.98 feet; thence North 19°41'45" East 17.70 feet to the beginning of a tangent 54.00 foot radius curve concave Southwesterly; thence Northerly and Westerly along said curve through a central angle of 111°05'58" an arc distance 104.71 feet; thence tangent to said curve South 88°35'47" West 5.46 feet to the TRUE POINT OF BEGINNING.

COPY

AGREEMENT

THIS AGREEMENT is entered into by and between THE CITY OF SAN DIEGO, a municipal corporation, hereinafter "City," and SAVE THE COASTER COMMITTEE, hereinafter "STCC."

RECITALS

- A. STCC is presently owner of the structure known as the Belmont Park Roller Coaster and/or the Mission Beach Roller Coaster.
- B. The Roller Coaster has been designated a local historic site, a National Historic Landmark and is listed on the National Register of Historic Places. Therefore, it is necessary and appropriate to provide for the preservation of the structure.
- C. City and STCC entered into a lease agreement pursuant to which STCC agreed that the City may, at its option, acquire ownership of the Roller Coaster structure upon termination of the lease.
- D. The above-specified lease is scheduled to terminate upon the City's entering into a long-term lease with an entity which shall restore, operate and maintain the Roller Coaster.

DOCUMENT NO. RR-274207
FILED AUG 07 1989
OFFICE OF THE CITY CLERK
SAN DIEGO, CALIFORNIA

E. City and STCC desire to establish certain guidelines and conditions with regard to the transfer of ownership of the Roller Coaster from STCC to the City and with regard to the restoration, operation and maintenance of the Roller Coaster.

NOW, THEREFORE, in consideration of the above recitals and other good and valuable consideration City and STCC agree as follows:

1. A Bill of Sale in the form attached hereto as Attachment 1 shall be utilized to transfer ownership of the Roller Coaster.
2. As additional consideration, the City agrees to incorporate into its new long-term lease, a provision guaranteeing that the new lessee will honor not to exceed 479 existing ride tickets previously sold by STCC for fund raising purposes, the proceeds of which sales have gone towards maintenance and improvements of the Roller Coaster.
3. The City agrees that it shall maintain and/or cause the Roller Coaster to be maintained in good repair and operable condition so long as such maintenance and repairs is in the reasonable opinion of the City, economically feasible. If the City determines that maintenance and repair is no longer economically feasible, the Roller Coaster Advisory Board shall be given twelve months to determine what community or other resources are available for the preservation of this national landmark.

4. The City shall appoint an advisory board which shall advise the City in all matters pertaining to the preservation, maintenance, operation, management and leasing of the Roller Coaster. A 9-member advisory board shall represent:

Mission Beach Precise Planning Group
District Council Office
Park and Recreation Board
Save The Coaster Committee
Belmont Park Associates
Mission Beach Town Council
San Diego Historical Sites Board
Save Our Heritage Organization
One member at large

In the event there is no representative from one of the organizations, it is permissible to fill that vacancy with an additional representative from one of the other organizations or the community at large as determined by a majority of the remaining members of the advisory board.

5. The City shall provide for the construction and operation of a Roller Coaster museum on the property for the education and benefit of the general public, and provision for such construction and operation of a museum shall be a part of any lease with a quali-

fied operator of the Roller Coaster. There shall be a map and donor board included with the museum to recognize and acknowledge major contributors.

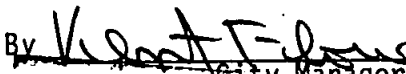
6. STCC shall sign the attached Bill of Sale concurrent with execution of this agreement with the specific understanding and condition that said Bill of Sale shall become effective only upon execution by the City and a qualified operator of a long-term lease which provides for the restoration and operation of the Roller Coaster.
7. The transfer of ownership document shall be executed in public ceremony on the site of the Roller Coaster, said ceremony to include the City, STCC, the lessee, as well as representatives of the organizations represented on the Advisory Board, and representatives of the Press, in recognition of the role STCC has played in preserving this National Historic Landmark for the citizens of San Diego, and the donors from across the country.
8. As of the date of transfer of ownership, the City agrees that it shall defend, indemnify and hold harmless STCC for any liabilities arising from activities after such transfer with regard to the ownership, restoration, operation or maintenance of the Roller Coaster and that after such date of transfer, STCC will have no further responsibilities with regard to providing insurance, bonds or utilities for the Roller Coaster.

IN WITNESS WHEREOF, this agreement is executed by The City of San Diego,
acting by and through its City Manager, pursuant to Resolution No.

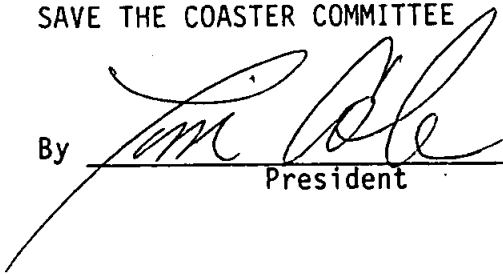
R - **274207** , authorizing such execution and by STCC.

Dated this 5th day September , 1989.

THE CITY OF SAN DIEGO

By 
ASSISTANT TO THE City Manager

SAVE THE COASTER COMMITTEE

By 
President

JEH:baa-t(3)108
6-28-89

Attachments

R - **274207**

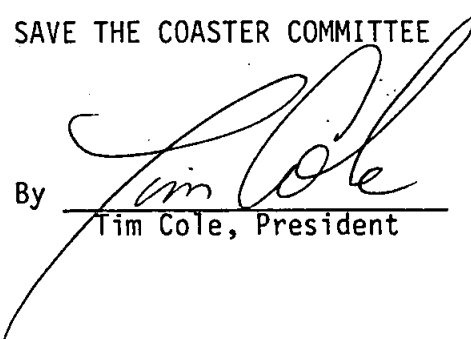
BILL OF SALE

FOR GOOD AND VALUABLE CONSIDERATION; receipt of which is hereby acknowledged, SAVE THE COASTER COMMITTEE does hereby convey to THE CITY OF SAN DIEGO, a municipal corporation, all of its rights, title and interest in that certain structure known as the MISSION BEACH ROLLER COASTER.

IN WITNESS WHEREOF, SAVE THE COASTER COMMITTEE has caused this deed to be executed this 25 day of August, 1989.

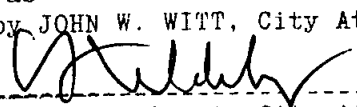
SAVE THE COASTER COMMITTEE

By


Tim Cole, President

APPROVED as
to form by JOHN W. WITT, City Attorney

By


Deputy City Attorney

JEH:jw(43-2)
8-24-89

(R-90-222)

RESOLUTION NUMBER R- 274207

ADOPTED ON AUG 07 1989

BE IT RESOLVED, by the Council of The City of San Diego, that the Council hereby accepts the generous donation of the Mission Beach Roller Coaster from SAVE THE COASTER COMMITTEE.

BE IT FURTHER RESOLVED, that the acceptance by the City Manager of a Bill of Sale, a copy of which is on file in the office of the City Clerk as Document No. RR-274207, transferring the roller coaster to the City, is hereby authorized and approved. .

APPROVED: JOHN W. WITT, City Attorney

By


Harold O. Valderhaug
Deputy City Attorney

HOV:ps
07/26/89
Or.Dept:Prop.
Job:220643
R-90-222
Form=r.none

Passed and adopted by the Council of The City of San Diego on

AUG 07 1989 by the following vote:

YEAS: Wolfsheimer, Roberts, McColl, Struiksma, Henderson, McCarty, Filner,
Mayor O'Connor.

NAYS: None.

NOT PRESENT: Pratt.

AUTHENTICATED BY:

MAUREEN O'CONNOR
Mayor of The City of San Diego, California

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

(SEAL)

By: MAYDELL L. PONTECORVO, Deputy

I HEREBY CERTIFY that the above and foregoing is a full, true
and correct copy of RESOLUTION NO. R- 274207, passed
and adopted by the Council of The City of San Diego, California
on AUG 07 1989.

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

(SEAL)

By: *Maydell L. Pontecorvo*, Deputy

DUPLICATE

SAN DIEGO SEASIDE COMPANY, INC.

THE CITY OF SAN DIEGO

Percentage Lease

DUPLICATE

RR-274204
DOCUMENT NO. _____

FILED _____
AUG 07 1989

OFFICE OF THE CITY CLERK
SAN DIEGO, CALIFORNIA

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LEASE OUTLINE

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**CITY OF SAN DIEGO
PERCENTAGE LEASE**

THIS LEASE AGREEMENT is executed between the CITY OF SAN DIEGO, a municipal corporation, hereinafter called "CITY," and SAN DIEGO SEASIDE COMPANY, INC., a California corporation, hereinafter called "LESSEE."

SECTION 1: USES

1.01 Premises. CITY hereby leases to LESSEE and LESSEE leases from CITY all of that certain real property situated in the City of San Diego, County of San Diego, State of California, described in Exhibit "A" attached hereto and by this reference made part of this agreement. Said real property is hereinafter called the "premises" or "leased premises."

1.02 Uses. It is expressly agreed that the premises are leased to LESSEE solely and exclusively for the purposes of restoration, operation and maintenance of the Mission Beach Roller Coaster, construction of a coaster museum, including sales of roller coaster related merchandise in the area shown on the General Development Plan and/or tickets for other rides and attractions the LESSEE operates in the immediate area, and for such other related or incidental purposes as may be first approved in writing by the City Manager and for no other purpose whatsoever. For purposes hereof, the term "Roller Coaster related merchandise" shall be deemed to mean sale of imprinted clothing

and souvenirs, as well as gift items that have a coaster or carousel theme in the event a carousel is constructed on the adjacent Belmont Park Associates leasehold, which shall be sold in an area not to exceed six hundred (600) square feet in size and which shall be located in the area shown on the Building Plan contained in Section 9.03 hereof. LESSEE understands and agrees that CITY has previously entered into a lease agreement with Belmont Park Associates, a California limited partnership ("Belmont Park Associates"), which lease provides that CITY may not enter into a lease of property within 100 yards of the Belmont Park Associates' leasehold which involves sales of goods or services available from time-to-time on Belmont Park Associates' leasehold. LESSEE covenants and agrees that LESSEE will abide by such restriction during the term of this lease.

LESSEE covenants and agrees to use the premises throughout the term hereof for the above-specified purposes and to diligently conduct the business thereon to produce the most gross income that can be reasonably expected. Failure to continuously use the premises for said purposes, or the use thereof for purposes not expressly authorized herein, shall be grounds for termination by CITY.

1.03 Related Council Actions. By the granting of this lease, neither CITY nor the Council of CITY is obligating itself to any other

governmental agent, board, commission, or agency with regard to any other discretionary action relating to development or operation of the premises. Discretionary action includes, but is not limited to rezonings, variances, environmental clearances or any other governmental agency approvals which may be required for the development and operation of the leased premises. If the CITY or any other governmental agency having jurisdiction to grant a discretionary permit refuses to or fails to grant a discretionary permit which is needed for the restoration or operation of the facility, this lease shall terminate.

- 1.04 Quiet Possession. LESSEE, paying the rent and performing the covenants and agreements herein, shall at all times during the term peaceably and quietly have, hold and enjoy the premises. If CITY for any reason cannot deliver possession of the premises to LESSEE at the commencement of the term, or if during the lease term LESSEE is temporarily dispossessed through action or claim of a title superior to CITY'S, then and in either of such events, this lease shall not be voidable nor shall CITY be liable to LESSEE for any loss or damage resulting therefrom, but there shall be determined and stated in writing by the City Manager of CITY a proportionate reduction of the minimum or percentage rent for the period or periods during which LESSEE is prevented from having the quiet possession of all or a portion of the premises.

1.05 Easements and Reservations.

- a. CITY hereby reserves all rights, title and interest in any and all subsurface natural gas, oil, minerals and water on or within the premises.
- b. CITY reserves the right to grant and use easements or to establish and use rights-of-way over, under, along and across the leased premises for utilities, thoroughfares, or access as it deems advisable for the public good.
- c. CITY has the right to enter the premises for the purpose of making repairs to or developing municipal resources and services.
- d. CITY hereby reserves in favor of CITY and grants to Belmont Park Associates and their respective successors and assigns, the nonexclusive right to use the shaded portion of the premises as shown on the site plan contained in Section 9.03 hereof, for ingress, egress and purposes incidental thereto, over, across and through the premises during the term of this lease.

However, CITY shall not unreasonably or substantially interfere with LESSEE'S use of the premises and will reimburse LESSEE for

physical damages, if any, to the permanent improvements located on the leased premises resulting from CITY exercising the rights reserved in this section. Such reimbursement may include a reduction in the rent proportionate to the amount of physical damage as determined by CITY. CITY will pay the costs of maintenance and repair of all CITY installations made pursuant to these reserved rights.

- 1.06 Competent Management. Throughout the term of this Lease Agreement, LESSEE shall provide competent management of the leased premises to the satisfaction of the City Manager. For the purposes of this paragraph, "competent management" shall mean demonstrated ability in the management and operation of the roller coaster and related activities in a fiscally responsible manner.
- 1.07 Operation of Facilities. A regular schedule of days and hours of operation shall be established by LESSEE to best serve the public as set forth in Section 9.07, Schedule of Days and Hours of Operation, hereof. Any changes in this schedule shall be subject to the prior written approval of the City Manager or his authorized representative, such approval shall not be unreasonably withheld. LESSEE shall diligently and in a creditable manner furnish services to the public in conformity with all applicable rules and regulations of the City of San Diego.

1.08 Rates and Charges. All charges for merchandise and services or facilities on said premises shall be in accordance with the schedule set forth in Section 9.08, Schedule of Rates & Charges, hereof. Any changes in said schedule are subject to prior written approval by the City Manager or his authorized representative, which shall not unreasonably be withheld.

SECTION 2: TERM

2.01 Commencement. The term of this agreement shall be thirty-one (31) years commencing on the first day of the calendar month following execution by the City Manager. "Lease year" as used in this lease shall mean the 12-month period commencing on the first day of the calendar month following the execution of this lease by the City Manager.

2.02 Holdover. Any holding over by LESSEE after expiration or termination shall not be considered as a renewal or extension of this lease. The occupancy of the premises after the expiration or termination of this agreement constitutes a month-to-month tenancy, and all other terms and conditions of this agreement shall continue in full force and effect; provided, however, CITY shall have the right to apply a reasonable increase in rent to bring the rent to fair market value and to terminate the holdover tenancy at will.

2.03 Quitclaim and Surrender of LESSEE'S Interest. On execution of this lease, LESSEE shall deliver to CITY a quitclaim deed in recordable form quitclaiming all its rights in and to the premises. CITY may record such deed only on the expiration or earlier termination of this lease. In the event that CITY requires any subsequent quitclaim deed, LESSEE or its successor in interest shall deliver the same within five (5) days after receiving written demand therefor.

At the expiration or earlier termination of this lease, LESSEE shall surrender the premises to CITY free and clear of all liens and encumbrances, except those liens and encumbrances which existed on the date of execution hereof, and in a decent, safe and sanitary condition. In the case of termination of this lease by CITY prior to the end of the specified lease term, any liens and encumbrances must be approved in writing by the City Manager.

SECTION 3: RENT

3.01 Time and Place of Payment. All rents required herein must be made payable to the City Treasurer and mailed to the Office of the City Treasurer, City of San Diego, P.O. Box 2289, San Diego, California, 92112-4165, or delivered to the Office of the City Treasurer, City Operations Building, 1222 First Avenue, Third Floor, San Diego, California.

The place of payment may be changed at any time by CITY upon thirty (30) days written notice to LESSEE. Mailed rental payments shall be deemed paid upon the date such payment is postmarked by the postal authorities. If postmarks are illegible, in which case, the payment shall be deemed paid upon actual receipt by the City Treasurer. LESSEE assumes all risk of loss and responsibility for late payment charges if payments are made by mail.

3.02 Rent.

- a. Rent Credit. LESSEE shall construct the public improvements described in Section 9.06, General Development Plan hereof. In consideration for LESSEE'S restoration, CITY shall provide rent credit in lieu of percentage rent payments to CITY in an amount not to exceed \$1.2 million (\$1,200,000).

The rent credit authorized shall be the actual amount of the cost of the restoration made by LESSEE and shall be based upon City Manager approved paid invoices representing expenses actually incurred for restoration. No such restoration improvements for which any rent credit is given shall be removed by LESSEE at any time, including upon expiration or earlier termination of this lease. The rent credit shall be applied until exhausted. No rent credit shall be allowed

for any unused rent credit upon expiration or earlier termination of this lease.

- b. Percentage of Gross. Commencing on the first day of operation of the coaster, and for the entire term of this lease, LESSEE shall pay to CITY five percent (5%) of all gross income resulting from the use of the leased premises, subject to the above rent credit provision.
- c. Minimum Rent. Beginning at the commencement of the first full calendar month following application of the total rent credit authorized in Subsection 3.02 (a), hereof, LESSEE shall pay a minimum rent of \$24,000 per year against said five percent (5%) of gross income, whichever is greater. In addition, LESSEE shall pay to CITY an additional five percent (5%) [being a total of ten percent (10%)] of all gross income in excess of \$885,000 per year.
- d. Minimum Rent Adjustment. Effective at the beginning of the first full lease year following application of the total rent credit authorized herein, and at the beginning of each five-year period thereafter during the term, the annual minimum rent shall be eighty percent (80%) of the annual average of actual rents paid or accrued during the five (5) years preceding the adjustment date. It is recognized that

such adjustments shall be calculated by CITY upon completion of payments due for the preceding rental period in order to determine the amount of the adjustment to be effective on the dates stated herein. Until such calculations are completed, LESSEE shall continue paying annual minimum rents at the prior rate. In no event shall any such minimum rent adjustment result in a decrease in the minimum rent requirement in effect immediately prior to the adjustment date.

As additional consideration, LESSEE agrees to honor 479 existing ride tickets previously sold by Save The Coaster Committee for fund raising purposes, the proceeds of which sales have gone towards maintenance and improvement of the roller coaster.

- 3.03 Payment Procedure. On or before the last day of the calendar month following the calendar month in which the gross income subject to rents was earned, LESSEE shall provide CITY with a correct statement together with a payment of rent on all applicable gross receipts in a form selected by CITY. The statement will be signed by LESSEE or its authorized agent, attesting to the accuracy thereof, which shall be legally binding upon LESSEE. Each statement will indicate or include:

- a. A statement of one-twelfth of the annual minimum rent or the percentage rent, whichever is greater on a monthly basis, until the full annual minimum rent is achieved in any lease year.
- b. A statement of a total gross receipts for the subject month, itemized as to business categories for which separate percentage rents are established. A gross receipts breakdown of each business conducted on the premises must be included when a reported category shows gross income to be from more than one business operation.
- c. A statement of the percentage rental due CITY, computed and totaled.
- d. A statement of the accumulated total of all rents previously paid for the current lease year.
- e. Payment in the greater of the two following amounts: One-twelfth of the annual minimum rent or the total percentage rent due CITY computed as described in this section.

Any rents due CITY from sublease activities or operations will begin with the earliest of the following dates (whether or not prior approval was given by CITY as required by this

lease, and whether or not a separate percentage rent was established by CITY):

- (1) Sublease commencement date.
- (2) Physical occupancy date.
- (3) Earliest activity date (i.e., sale of goods, solicitation of business, construction or alterations, etc.).

3.04 Gross Income. "Gross income or receipts" as used in this lease, shall include all income resulting from occupancy of the leased premises from whatever source derived whether received or to become due. Provided, however, gross income shall not include federal, state or municipal taxes collected from the consumer (regardless of whether the amount thereof is stated to the consumer as a separate charge) and paid over periodically by LESSEE to a governmental agency accompanied by a tax return or statement as required by law. Possessory interest taxes or other property taxes shall not be deducted by LESSEE in computing gross income. Gross income shall not include refunds for goods returned for resale on the premises or refunds of deposits. The amount of such taxes and refunds shall be clearly shown on the books and records of LESSEE. The percentage rent shall be calculated and paid by LESSEE on the basis of said gross income whether the

income is received by LESSEE or by any sublessee, permittee or licensee, or their agents, and all gross income received by any sublessee, permittee, licensee, or other party as a result of occupancy of said premises or the operation thereof shall be regarded as gross income of LESSEE for the purpose of calculating the percentage rent hereunder required to be paid by LESSEE to CITY, except as may be otherwise specified by or pursuant to this lease.

X In the event tickets are sold on the leased premises for rides or events located on the adjacent Belmont Park Associates leasehold, such sales will be reported by Belmont Park Associates under the terms of its lease with the City of San Diego in the amount of seven percent of gross income. However, if they are not reported and rent is not paid by Belmont Park Associates, then the LESSEE will be held ultimately responsible for reporting such sales and payment of said rent. In addition, adequate records satisfactory to the CITY must be maintained by LESSEE of said tickets sales as provided in this section.

A contractual arrangement acceptable to CITY between LESSEE and Belmont Park Associates to provide for such ticket sales shall be required.

3.05 Inspection of Records.

- a. Records. LESSEE shall, at all times during the lease term, keep or cause to be kept true and complete books, records and accounts of all financial transactions in the operation of all business activities conducted upon and financial transactions resulting from the use of the premises. The records shall be supported by source documents such as sales slips, daily cash register tapes, purchase invoices or other documents as necessary to allow CITY to easily determine the total gross income.

Any retail sales or charges will be recorded by means of cash registers or other comparable devices which display to the customer the amount of the transaction and automatically issues a receipt. The registers will be equipped with devices that lock in sales totals and other transaction numbers and sales details that are not resettable. Totals registered shall be read and recorded at the beginning and end of each business day.

In the event of admission charges or rentals, LESSEE shall issue serially numbered tickets for each such admission or rental and shall keep an adequate record of such tickets, as well as a record of unissued tickets.

All retail sales and charges may be recorded by a system other than cash registers or other comparable devices provided such system is approved by CITY.

- b. Financial Statements. Within ninety (90) days after the end of each lease year as previously established herein, LESSEE will, at its expense, submit to CITY a statement in which the total gross receipts and the corresponding amounts of rents paid CITY for the year are classified according to the categories of business established for any percentage rental and for any other business conducted on or from the premises. Said statement shall be signed by LESSEE or its authorized agent, attesting to the accuracy thereof, which shall be legally binding upon LESSEE.

- c. Right to Inspect. All LESSEE'S books of account, records and supporting documentation, as described under Section 3.05a. Records will be kept for at least five (5) years and made available to CITY upon a 72-hour request by the CITY, in one location within the City of San Diego. Said books and records shall be maintained separate from all other accounts not relating to the leased premises. The CITY, at its discretion, shall have the right to inspect and audit the business of LESSEE, its agents, sublessees, concessionaires and licensees operating on and in connection with the

premises as necessary and appropriate for CITY to determine the amounts of rent due CITY in compliance with the requirements of this lease.

At CITY'S request, LESSEE shall promptly provide, at LESSEE'S expense, any necessary data to enable CITY to fully comply with all requirements of the state or federal government for lease information or reports concerning the premises. Such data will include, if required, a detailed breakdown of LESSEE'S receipts and expenses.

d. Audit Cost. The full cost of CITY'S audit(s) will be borne by CITY unless one or both of the following conditions exists, in which case LESSEE hereby agrees to pay CITY'S cost of audit(s):

- (1) The audit(s) reveal an underpayment of more than five percent (5%), or more than \$10,000 whichever is less between the rent due as reported and paid by LESSEE pursuant to this lease and rent due as determined by the audit(s); or
- (2) LESSEE has failed to maintain complete and true books, records, accounts and supporting source documents in strict accordance with this section hereof.

LESSEE shall pay any deficiency determined by the audit(s) plus interest on such amount as defined in Section 3.06, Delinquent Rent and Audit(s) Fees, hereof, within thirty (30) days of notice thereof by CITY. CITY will credit any overpayment against incoming rents. Any overpayment determined after the end of this lease will be refunded by CITY within thirty (30) days of confirmation by the City Manager of the audit(s) findings.

- e. Default. LESSEE'S failure to keep complete and accurate records by means of double entry bookkeeping and make them available for CITY inspection is, like all other failures to comply with covenants of this lease, a breach of this lease and cause for termination.

3.06 Delinquent Rent and Audit(s) Fees. If LESSEE fails to pay the rent when due, LESSEE will pay in addition to the unpaid rents, five percent (5%) of the delinquent rent. If the rent is still unpaid at the end of fifteen (15) days, LESSEE shall pay an additional five percent (5%) [being a total of ten percent (10%)] which is hereby mutually agreed by the parties hereto to be appropriate to compensate CITY for loss resulting from rental delinquency, including lost interest, opportunities, legal costs, and the cost of servicing the delinquent account.

In the event CITY audit(s) if applicable, discloses that the rent for the audited period(s) has been underpaid in excess of five percent (5%) of the total required rent, then LESSEE shall pay CITY the cost of the audit(s) plus ten percent (10%) per year on the amount by which said rent was underpaid in addition to the unpaid rents as shown to be due CITY as compensation to CITY for administrative costs and loss of interest as previously described herein. In the event CITY audit(s) discloses that the unpaid rent is less than five percent (5%) of the total rent, and should LESSEE fail to pay said unpaid rent within thirty (30) days after written notice from CITY, an additional fee of ten percent (10%) of said unpaid amount shall be added to the unpaid amount to compensate CITY for costs and losses due to such nonpayment. LESSEE agrees to pay such amounts and further agrees that the specific late charges represent a fair and reasonable estimate of the costs that CITY will incur from LESSEE'S late payment. Acceptance of late charges and any portion of the late payment by CITY shall in no event constitute a waiver of LESSEE default with respect to late payment, nor prevent CITY from exercising any of the other rights and remedies granted in this lease.

- 3.07 Unauthorized Use Charge. LESSEE shall pay CITY twenty percent (20%) of the gross receipts for any service or use that is not permitted by this lease. This payment is subject to the due date provided in this lease for rental payments, and the provision for

delinquent rent. The existence of the twenty percent (20%) charge in this clause and the payment of this charge or any part of it, does not constitute an authorization for a particular service or use, and does not waive any CITY rights to terminate a service or use or to default LESSEE for participating in or allowing any unauthorized use of the leased premises.

SECTION 4: ASSIGNMENT

4.01 Time is of Essence; Provisions Binding on Successors. Time is of the essence of all of the terms, covenants and conditions of this lease and, except as otherwise provided herein, all of the terms, covenants and conditions of this lease shall apply to, benefit and bind the successors and assigns of the respective parties, jointly and individually.

4.02 Assignment and Subletting. LESSEE shall not assign this lease, or any interest therein, and shall not sublet the premises or any part thereof, or any right or privilege appurtenant thereto, or suffer any other person, except employees, agents and guests of LESSEE, to use or occupy the premises or any part thereof, without the prior written consent of the City Manager in each instance. A consent to assignment, subletting, occupation or use by any person shall not be deemed to be a consent to any subse-

quent assignment, subletting, occupation or use by another person. Any such assignment or subletting without such consent shall be void, and shall, at the option of CITY, be cause for termination of this lease. This lease shall not, nor shall any interest therein, be assignable, as to the interest of LESSEE, by operation of law, without the written consent of the City Manager, which shall not be unreasonably withheld.

"Assignment," for the purposes of this clause shall include any transfer which individually or cumulatively, when combined with past transfers, involves a conveyance of a majority of the ownership interest of LESSEE. However, "assignment" for the purposes of this clause shall not include any such transfer of a stockholder to his or her spouse or direct lineal heir. Additional restrictions upon sale of ownership interests are contained in Section 4.06 of this lease.

Approval of any assignment or sublease shall be conditioned upon the assignee or sublessee agreeing in writing that it will assume the rights and obligations thereby assigned or subleased and that it will keep and perform all covenants, conditions and provisions of this agreement which are applicable to the rights acquired. The City Manager may require, as a condition to approval of any sublease or assignment, that the proposed sublessee or assignee pay additional rent to CITY to equal the full fair market rent

justifiable at the date of such proposed sublease or assignment and that this lease or the requested sublease otherwise be revised to comply with standard CITY lease requirements that are then current.

4.03 Encumbrance. Subject to prior consent by CITY, which shall not be unreasonably withheld, LESSEE may encumber this lease, its leasehold estate and its improvements thereon by deed of trust, mortgage, chattel mortgage or other security instrument to assure the payment of a promissory note or notes of LESSEE, upon the express condition that the net proceeds of such loan or loans be devoted exclusively to the purpose of developing the leased premises in accordance with Section 6.12 hereof entitled General Development Plan. However, a reasonable portion of the loan proceeds may be disbursed for payment of incidental costs of construction, including but not limited to the following: off-site improvements for service of the premises; on-site improvements; escrow charges; premiums for hazard insurance, or other insurance or bonds required by CITY; title insurance premiums; reasonable loan costs such as discounts, interest and commissions; and architectural, engineering and attorney's fees and such other normal expenses incidental to such construction.

Any subsequent encumbrances on the premises or on any permanent improvements thereon, must first have the approval in writing of

City Manager. Such subsequent encumbrances shall also be for the exclusive purpose of development of the premises. Provided, however, after the premises are fully developed in accordance with said Development Plan to the satisfaction of the City Manager, proceeds from refinancing or from such subsequent encumbrances may be used to reduce LESSEE'S equity so long as there is also substantial benefit to the CITY therefrom. LESSEE understands and specifically agrees that the City Manager shall have the sole and absolute discretion to approve or disapprove any such proposed subsequent encumbrance including, but not limited to, amending the lease to provide then current rents and provisions.

In the event any such approved deed of trust or mortgage or other security-type instrument should at any time be in default and be foreclosed, or transferred in lieu of foreclosure, the CITY will accept the approved mortgagee or beneficiary thereof as its new tenant under this lease with all the rights, privileges and duties granted and imposed in this lease.

Upon prior written approval by CITY, said mortgagee or beneficiary may assign this lease to its nominee, if nominee is a reputable, qualified and financially responsible person in the opinion of CITY. Any deed of trust, mortgage or other security instrument shall be subject to all of the terms, covenants and

conditions of this lease and shall not be deemed to amend or alter any of the terms, covenants or condition hereof.

4.04 Defaults and Remedies.

a. Default. In the event that:

- (1) LESSEE shall default in the performance of any covenant or condition required by this lease to be performed by LESSEE and shall fail to cure said default within thirty (30) days following written notice thereof from CITY; or if any such default is not curable within thirty (30) days, shall fail to commence to cure the default(s) within said thirty-day period and diligently pursue such cure to completion; or
- (2) LESSEE shall voluntarily file or have involuntarily filed against it any petition under any bankruptcy or insolvency act or law; or
- (3) LESSEE shall be adjudicated a bankrupt; or
- (4) LESSEE shall make a general assignment for the benefit of creditors;

then CITY may, at its option, without further notice or demand upon LESSEE or upon any person claiming rights through LESSEE, immediately terminate this lease and all rights of LESSEE and of all persons claiming rights through LESSEE to the premises or to possession thereof; and CITY may enter and take possession of the premises. Provided, however, in the event that any default described in Section 4.04.a.(1) Default and Remedies, hereof, is not curable within thirty (30) days after notice to LESSEE, CITY shall not terminate this lease pursuant to the default if LESSEE immediately commences to cure the default and diligently pursues such cure to completion.

In the event that there is a deed of trust or mortgage on the leasehold interest, CITY shall give the mortgagee or beneficiary written notice of the default(s) complained of, and the same mortgagee or beneficiary shall have thirty (30) days from such notice to cure the default(s) or, if any such default is not curable within thirty (30) days, to commence to cure the default(s) and diligently pursue such cure to completion. The thirty-day period may be extended during such time as mortgagee or beneficiary pursues said cure with reasonable diligence.

b. Remedies. If the mortgagee or beneficiary shall be required to exercise its right to cure said default(s) through litigation or through foreclosure, then CITY shall have the option of the following courses of action in order that the default(s) may be expeditiously corrected:

- (1) CITY may correct said default(s) and charge the costs thereof to the account of LESSEE, which charge shall be due and payable on the date that the rent is next due after presentation by CITY to LESSEE and mortgagee or beneficiary of a statement of said costs.
- (2) CITY may correct said default(s) and may pay the costs thereof from the proceeds of any insurance fund held by CITY, CITY and LESSEE or by CITY and mortgagee or beneficiary, or CITY may use the funds of any faithful performance or cash bond on deposit with CITY, or CITY may call on the bonding agent to correct the default(s) or to pay the costs of correction performed by or at the direction of CITY.
- (3) CITY may terminate this lease as to the rights of LESSEE by assuming or causing the assumption of liability for any trust deed or mortgage. LESSEE agrees to assume and pay any and all penalties or bonuses

required by the beneficiaries, trustees or mortgagees as a condition for early payoff of the related obligations by CITY. CITY may, as an alternative, substitute for the terminated LESSEE a new LESSEE reasonably satisfactory to the mortgagee or beneficiary. Any reasonable costs incurred by CITY in releasing to a new tenant shall be the responsibility of the terminated LESSEE, and LESSEE hereby agrees to reimburse CITY for any such costs.

Should the default(s) be noncurable by LESSEE, then any lender holding a beneficial interest in the leasehold, whose qualifications as an assignee have been approved by CITY, shall have the absolute right to substitute itself to the estate of LESSEE hereunder and to commence performance of this lease. If such mortgagee or beneficiary shall give notice in writing of its election to so substitute itself within the thirty-day period after receiving written notice by CITY of the default, and the default, if curable, is cured by such mortgagee or beneficiary, then this lease shall not terminate pursuant to the default. In that event, CITY expressly consents to the substitution and authorizes the mortgagee or beneficiary to perform under this lease with all the rights, privileges, and obligations of LESSEE, subject to cure of the default, if possible, by mortgagee or

beneficiary. LESSEE expressly agrees to assign all its interest in and to its leasehold estate to mortgagee or beneficiary in that event.

- c. Abandonment by LESSEE. Even though LESSEE has breached the lease and abandoned the property, this lease shall continue in effect for so long as CITY does not terminate this lease, and CITY may enforce all its rights and remedies hereunder, including but not limited to the right to recover the rent as it becomes due, plus damages.

- d. Waiver. Any CITY waiver of a default is not a waiver of any other default. Any waiver of a default must be in writing and be executed by the City Manager in order to constitute a valid and binding waiver. CITY delay or failure to exercise a remedy or right is not a waiver of that or any other remedy or right under this lease. The use of one remedy or right for any default does not waive the use of another remedy or right for the same default or for another or later default. CITY'S acceptance of any rents is not a waiver of any default preceding the rent payment. CITY and LESSEE specifically agree that the property constituting the premises is CITY-owned and held in trust for the benefit of the citizens of the City of San Diego and that any failure by the City Manager or CITY staff to discover a default or take

prompt action to require the cure of any default shall not result in an equitable estoppel, but CITY shall at all times, subject to applicable statute of limitations, have the legal right to require the cure of any default when and as such defaults are discovered or when and as the City Council directs the City Manager to take action or require the cure of any default after such default is brought to the attention of the City Council by the City Manager or by any concerned citizen.

4.05 Eminent Domain. If all or part of the premises are taken through condemnation proceedings or under threat of condemnation by any public authority with the power of eminent domain, the interests of CITY and LESSEE (or beneficiary or mortgagee) will be as follows:

- a. In the event the entire premises are taken, this lease shall terminate on the date of the transfer of title or possession to the condemning authority, whichever first occurs.
- b. In the event of a partial taking, if, in the opinion of CITY, the remaining part of the premises is unsuitable for the lease operation, this lease shall terminate on the date of the transfer of title or possession to the condemning authority, whichever first occurs.

- c. In the event of a partial taking, if, in the opinion of CITY, the remainder of the premises is suitable for continued lease operation, this lease shall terminate in regard to the portion taken on the date of the transfer of title or possession to the condemning authority, whichever first occurs, but shall continue for the portion not taken. The minimum rent shall be equitably reduced to reflect the portion of the premises taken.
- d. Award. All monies awarded in any such taking shall belong to CITY, whether such taking results in diminution in value of the leasehold or the fee or both; provided, however, LESSEE shall be entitled to any award attributable to the taking of or damages to LESSEE'S then remaining leasehold interest in installations or improvements of LESSEE. CITY shall have no liability to LESSEE for any award not provided by the condemning authority.
- e. Transfer. CITY has the right to transfer CITY'S interests in the premises in lieu of condemnation to any authority entitled to exercise the power of eminent domain. If a transfer occurs, LESSEE shall retain whatever interest it may have in the fair market value of any improvements placed by it on the premises in accordance with this lease.

f. No Inverse Condemnation. The exercise of any CITY right under this lease shall not be interpreted as an exercise of the power of eminent domain and shall not impose any liability upon CITY for inverse condemnation.

4.06 Control by Specified Individuals or Entities. In entering into this lease CITY is specifically relying on the expertise and continued involvement of Edward Hutton and Dana Morgan who are stockholders in LESSEE. The corporation named herein as LESSEE shall remain owned by controlled by Edward Hutton, Dana Morgan, Robert Mazurek, and The Santa Cruz Seaside Company; at least to the extent of 51 percent of the issued stock of said corporation, and they shall, as co-executives, actively administer and supervise the business enterprise operated on the premises. Provided, however, in the event that any of the above-named persons shall become incapacitated, then the other(s) shall continue in such active administration and supervision. In the event all parties are incapacitated, then the stockholders shall select a manager acceptable to CITY to so administer and supervise the lease operations. Sale or transfer of stock, or divestment of any interest in said corporation by the above-named persons in excess of said 51 percent shall be considered an assignment of interest and shall be treated in accordance with the provisions of Section 4.02, Assignment & Subletting, hereof, provided, however, that the stock of any stockholder may be

assigned to his or her spouse or direct lineal heirs upon notification in writing to CITY.

SECTION 5: INSURANCE RISKS/SECURITY

5.01 Indemnity. LESSEE shall at all times relieve, indemnify, protect, and save CITY and any and all of its boards, officers, agents, and employees harmless from any and all claims and demands, actions, proceedings, losses, liens, costs, judgments, civil fines, and penalties of any nature whatsoever in regard to or resulting from the use of the premises, including but not limited to expenses incurred in legal actions, death, injury, or damage that may be caused directly or indirectly by:

- a. any unsafe or defective condition in or on the premises of any nature whatsoever which may exist by reason of any act, omission, neglect, or any use or occupation of the premises;
- b. any operation, use, or occupation conducted on the premises;
- c. any act, omission, or negligence on the part of LESSEE, its employees, agents, sublessees, invitees, licensees; or
- d. any failure by LESSEE to comply or secure compliance with any of the lease terms or conditions.

Provided, however, the LESSEE would not be held responsible for damages resulting from the sole negligent acts or omission of the CITY, its employees or its agents.

5.02 Insurance. LESSEE shall take out and maintain at all times during the term of this lease the following insurance at its sole expense:

- a. Public liability and property damage insurance in the amount of not less than FIVE MILLION DOLLARS (\$5,000,000) Combined Single Limit Liability with an occurrence claims form. This policy shall cover all injury or damage, including death, suffered by any party or parties from acts or failures to

act by CITY or LESSEE or by authorized representatives of CITY or LESSEE on or in connection with the use or operation of the premises.

- b. Fire, extended coverage, and vandalism insurance policy on all insurable property on the premises in an amount to cover 100 percent of the replacement cost. Any proceeds from a loss shall be payable jointly to CITY and LESSEE. The proceeds shall be placed in a trust fund to be reinvested in rebuilding or repairing the damaged property. If there is a mortgage or trust deed on the leasehold in accordance with Section 4.03, Encumbrance, hereof, the proceeds may be paid to the approved mortgagee or beneficiary so long as adequate provision reasonably satisfactory to CITY has been made in each case for the use of all proceeds for repair and restoration of damaged or destroyed improvements on the premises.
- c. Conditions. All insurance policies will name CITY as an additional insured, protect CITY against any legal costs in defending claims, and will not terminate without sixty (60) days' prior written notice to CITY. All insurance companies must be satisfactory to CITY and licensed to do business in California. All policies will be in effect on or before the first day of the lease, except "course of construction fire insurance" shall be in force on commencement of all author-

ized construction on the premises, and full applicable fire insurance coverage shall be effective upon completion of each insurable improvement. A copy of the insurance policy will remain on file with CITY during the entire term of the lease. At least thirty (30) days prior to the expiration of each policy, LESSEE shall furnish a certificate(s) showing that a new or extended policy has been obtained which meets the terms of this lease.

- d. Modification. CITY, at its discretion, may require the revision of amounts and coverages at any time during the term by giving LESSEE sixty (60) days' prior written notice. CITY'S requirements shall be designed to assure protection from and against the kind and extent of risk existing on the premises or to reflect inflation or increasing litigation awards by the courts. LESSEE also agrees to obtain any additional insurance required by CITY for new improvements, in order to meet the requirements of this lease.

- e. Accident Reports. LESSEE shall report to CITY any accident causing more than TEN THOUSAND DOLLARS (\$10,000) worth of property damage or any serious injury to persons on the premises. This report shall contain the names and addresses of the parties involved, a statement of the circumstances, the date and hour, the names and addresses of any witnesses and other pertinent information.

f. Failure to Comply. If LESSEE fails or refuses to take out and maintain the required insurance, or fails to provide the proof of coverage, CITY has the right to obtain the insurance. LESSEE shall reimburse CITY for the premiums paid with interest at the maximum allowable legal rate then in effect in California. CITY shall give notice of the payment of premiums within thirty (30) days of payment stating the amount paid, names of the insurer(s) and rate of interest. Said reimbursement and interest shall be paid by LESSEE on the first (1st) day of the month following the notice of payment by CITY.

Notwithstanding the preceding provisions of this Subsection f., if LESSEE fails or refuses to take out or maintain insurance as required in this lease, or fails to provide the proof of insurance, CITY has the right to declare this lease in default without further notice to LESSEE and CITY shall be entitled to exercise all legal remedies in the event of such default. LESSEE further agrees to close the leased premises during any period or periods that insurance is not in full force and effect.

5.03 Waste, Damage, or Destruction. LESSEE agrees to give notice to CITY of any fire or other damage that may occur on the leased premises within ten (10) days of such fire or damage. LESSEE

agrees not to commit or suffer to be committed any waste or injury or any public or private nuisance, to keep the premises clean and clear of refuse and obstructions, and to dispose of all garbage, trash, and rubbish in a manner satisfactory to CITY. If the leased premises shall be damaged by any cause which puts the premises into a condition which is not decent, safe, healthy and sanitary, LESSEE agrees to make or cause to be made full repair of said damage and to restore the premises to the condition which existed prior to said damage; or, at CITY'S option, LESSEE agrees to clear and remove from the leased premises all debris resulting from said damage and rebuild the premises in accordance with plans and specifications previously submitted to CITY and approved in writing in order to replace in kind and scope the operation which existed prior to such damage, using for either purpose the insurance proceeds as set forth in Section 5.02, Insurance, hereof.

LESSEE agrees that preliminary steps toward performing repairs, restoration, or replacement of the premises shall be commenced by LESSEE within thirty (30) days, and the required repairs, restoration, or replacement shall be completed within a reasonable time thereafter. CITY may determine an equitable deduction in the minimum annual rent requirement for such period or periods that said premises are untenable by reason of such damage.

If during the term of this lease the leased premises are closed at the request of CITY exclusively, LESSEE shall be entitled to a reduction of the annual minimum rent set forth in Section 3.02, RENT hereof, by 1/360th for each day that the premises are so closed.

SECTION 6: IMPROVEMENTS/ALTERATIONS/REPAIRS

6.01 Acceptance of Premises. By signing this lease, LESSEE represents and warrants that it has independently inspected the premises and made all tests, investigations, and observations necessary to satisfy itself of the condition of the premises. LESSEE agrees it is relying solely on such independent inspection, tests, investigations, and observations in making this lease. LESSEE further acknowledges that the premises are in the condition called for by this lease, that CITY has performed all work with respect to the premises, and that LESSEE does not hold CITY responsible for any defects in the premises.

6.02 Entry and Inspection. CITY reserves and shall always have the right to enter said premises for the purpose of viewing and ascertaining the condition of the same, or to protect its interests in the premises, or to inspect the operations conducted thereon. In the event that such entry or inspection by CITY

discloses that said premises are not in a decent, safe, healthy, and sanitary condition, CITY shall have the right, after ten (10) days written notice to LESSEE, to have any necessary maintenance work done at the expense of LESSEE, and LESSEE hereby agrees to pay promptly any and all costs incurred by CITY in having such necessary maintenance work done, in order to keep said premises in a decent, safe, healthy, and sanitary condition. Further, if at any time CITY determines that said premises are not in a decent, safe, healthy, and sanitary condition, CITY may at its sole option, without additional notice, require LESSEE to file with CITY a faithful performance bond to assure prompt correction of any condition which is not decent, safe, healthy, and sanitary. Said bond shall be in an amount adequate in the opinion of CITY to correct the said unsatisfactory condition. LESSEE shall pay the cost of said bond. The rights reserved in this section shall not create any obligations on CITY or increase obligations elsewhere in this lease imposed on CITY. The rights reserved herein are exclusive to the CITY and shall not extend to any other agency, body, committee, or other party not officially authorized to act for or on behalf of CITY or as CITY'S duly appointed agent or representative unless otherwise permitted by LESSEE at CITY'S request.

6.03 Restoration/Maintenance. LESSEE agrees to assume full responsibility and cost for the restoration, operation and maintenance of

the premises including all improvements and structures thereon throughout the term. LESSEE will make all repairs and replacements necessary to maintain and preserve the premises in a decent, safe, healthy, and sanitary condition satisfactory to CITY and in compliance with the Development Plan described in Section 6.12, General Development Plan, hereof, and with all applicable laws.

6.04 Improvements/Alterations. Notwithstanding the aforesaid restoration and maintenance, no improvements, structures, or installations shall be constructed on the premises, and the premises may not be altered by LESSEE without prior written approval by the City Manager. Further, LESSEE agrees that major structural or architectural design alterations to approved improvements, structures, or installations may not be made on the premises without prior written approval by the City Manager and that such approval shall not be unreasonably withheld. This provision shall not relieve LESSEE of any obligation under this lease to maintain the premises in a decent, safe, healthy, and sanitary condition, including structural repair and restoration of damaged or worn improvements. CITY shall not be obligated by this lease to make or assume any expense for any improvements or alterations.

6.05 Utilities. LESSEE agrees to order, obtain, and pay for all utilities and service and installation charges in connection with

the development and operation of the leased premises. All utilities will be installed underground.

6.06 Faithful Performance Bond. LESSEE shall maintain with CITY a Faithful Performance Bond in the amount of \$25,000 in cash, or other method satisfactory to CITY, payable to CITY for loss resulting from failure of LESSEE to comply with the covenants and conditions of this lease agreement, or for reimbursement to CITY for expenses incurred in performing itself such covenants or conditions after breach of LESSEE, including the costs and reasonable attorney's fees for defending CITY against any claims resulting from such failure of LESSEE. Said bond shall also assure payment of rent.

6.07 Liens. LESSEE shall at all times save CITY free and harmless and indemnify CITY against all claims for labor or materials in connection with operations, improvements, alterations, or repairs on or to the premises and the costs of defending against such claims, including reasonable attorney's fees.

If improvements, alterations, or repairs are made to the premises by LESSEE or by any party other than CITY, and a lien or notice of lien is filed, LESSEE shall within five (5) days of such filing either:

- a. take all actions necessary to record a valid release of lien, or
- b. file with CITY a bond, cash, or other security acceptable to CITY sufficient to pay in full all claims of all persons seeking relief under the lien.

6.08 Taxes. LESSEE agrees to pay, before delinquency, all taxes, assessments, and fees assessed or levied upon LESSEE or the premises, including the land, any buildings, structures, machines, equipment, appliances, or other improvements or property of any nature whatsoever erected, installed, or maintained by LESSEE or levied by reason of the business or other LESSEE activities related to the leased premises, including any licenses or permits. LESSEE recognizes and agrees that this lease may create a possessory interest subject to property taxation, and that LESSEE may be subject to the payment of taxes levied on such interest, and that LESSEE shall pay all such possessory interest taxes. LESSEE further agrees that payment for such taxes, fees and assessments will not reduce any rent due CITY.

6.09 Signs. LESSEE agrees not to erect or display any banners, pennants, flags, posters, signs, decorations, marquees, awnings, or similar devices or advertising without the prior written consent of CITY, which shall not unreasonably be withheld. If any such

unauthorized item is found on the premises, LESSEE agrees to remove the item at its expense within 24 hours notice thereof by CITY, or CITY may thereupon remove the item at LESSEE'S cost.

6.10 Ownership of Improvements and Personal Property.

- a. Any and all improvements, trade fixtures, structures, and installations or additions to the premises now existing or constructed on the premises by LESSEE shall at lease expiration or termination be deemed to be part of the premises and shall become, at CITY'S option, CITY'S property free of all liens and claims except as otherwise provided in this lease.
- c. LESSEE-owned machines, appliances, equipment (other than trade fixtures), and other items of personal property shall be removed by LESSEE by the date of the expiration or termination of this lease. Any said items which LESSEE fails to remove will be considered abandoned and become CITY'S property free of all claims and liens, or CITY may, at its option, remove said items at LESSEE'S expense.
- d. If any removal of such personal property by LESSEE results in damage to the remaining improvements on the premises, LESSEE agrees to repair all such damage.

- e. Any necessary removal by either CITY or LESSEE which takes place beyond said expiration or termination hereof shall require LESSEE to pay rent to CITY at the rate in effect immediately prior to said expiration or termination.
- f. Notwithstanding any of the foregoing, in the event LESSEE desires to dispose of any of its personal property used in the operation of said premises upon expiration or termination of this lease, then CITY shall have the first right to acquire or purchase said personal property.

6.11 Unavoidable Delay. If the performance of any act required of CITY or LESSEE is directly prevented or delayed by reason of strikes, lockouts, labor disputes, unusual governmental delays, acts of God, fire, floods, epidemics, freight embargoes, or other causes beyond the reasonable control of the party required to perform an act, said party shall be excused from performing that act for the period equal to the period of the prevention or delay. Provided, however, this provision shall not apply to obligations to pay rental as required pursuant to this lease. In the event LESSEE or CITY claims the existence of such a delay, the party claiming the delay shall notify the other party in writing of such fact within ten (10) days after the beginning of any such claimed delay.

6.12 General Development Plan. LESSEE agrees to develop the leased premises in accordance with the General Development Plan approved by the City Manager and filed in the Office of the City Clerk which plan is hereby incorporated by this reference. The essential scope of said General Development Plan is the restoration, operation and continued maintenance of the coaster structure in accordance with an historically true design; in this regard, LESSEE agrees to consider the direction of the Coaster Advisory Board as set out in Section 6.14 hereof. The general contents and provisions of the Development Plan are described in Section 9.06, hereof. The City Manager or his designee shall have the authority to authorize changes to the plan provided that the basic concept may not be modified without City Council approval and a document evidencing any approved changes shall be filed in the Office of the City Clerk. Failure by LESSEE to comply with the General Development Plan shall constitute a major default and subject this lease to termination by CITY.

In addition, all proposed maintenance and restoration measures must be in accordance with an historically true design. Said restoration must comply with the Secretary of the Interior's Standards and Guidelines for Historic Preservation Projects as part of the existing agreement with the State Office of Historic Preservation. Consultation with the State Office of Historic Preservation and the City of San Diego Historic Sites Board will be required, and will insure that these guidelines are followed.

6.13 Coastal Commission Approval. LESSEE shall comply with the California Coastal Act, at its sole cost, and apply to the San Diego Coast Regional Commission or other such authorized state body for any necessary coastal development permit authorizing the construction of improvements in the Coastal Zone. LESSEE will proceed with diligence to obtain such permit, but if unable to do so within three (3) months after the date of this lease, this lease will terminate.

6.14 Coaster Advisory Board. LESSEE hereby recognizes and agrees to cooperate with the Roller Coaster Advisory Board to assure the continued restoration, operation and maintenance of the leased premises in a manner satisfactory to the City Manager.

SECTION 7: GENERAL PROVISIONS

7.01 Notices

- a. Any notice required or permitted to be given hereunder shall be in writing and may be served personally or by United States mail, postage prepaid, addressed to LESSEE at the leased premises or at such other address designated in writing by LESSEE; and to CITY as follows:

City Manager
Attention Property Director
City Administration Building
202 "C" Street, M.S. 9B
San Diego, CA 92101-4155

or to any mortgagee, trustee, or beneficiary as applicable,
at such appropriate address designated in writing by the
respective party.

- b. Any party entitled or required to receive notice under this
lease may by like notice designate a different address to
which notices shall be sent.

7.02 Compliance with Law. LESSEE shall at all times in the restora-
tion, maintenance, occupancy, and operation of the premises com-
ply with all applicable laws, statutes, ordinances, and regu-
lations of CITY, County, State, and Federal Governments, at LES-
SEE'S sole cost and expense. In addition, LESSEE shall comply
with any and all notices issued by the City Manager or his
authorized representative under the authority of any such law,
statute, ordinance, or regulation.

7.03 CITY Approval. The approval or consent of CITY, wherever
required in this lease, shall mean the written approval or con-

sent of the City Manager unless otherwise specified, without need for further resolution by the City Council.

7.04 Nondiscrimination. LESSEE agrees not to discriminate in any manner against any person or persons on account of race, marital status, sex, religious creed, color, ancestry, national origin, age, or physical handicap in LESSEE'S use of the premises, including, but not limited to the providing of goods, services, facilities, privileges, advantages, and accommodations, and the obtaining and holding of employment. However, some physically handicapped persons may be prevented from riding the coaster for their own safety.

7.05 Equal Opportunity. LESSEE agrees to abide by CITY'S Equal Opportunity Program for LESSEES as it exists or is amended to the extent that the program is applicable to this lease. A copy of the program effective as of the date of this lease is on file in the City Clerk's Office and by this reference is part hereof. The program's goal is the attainment of employment for minorities and women in all areas of employment, in a total percentage as established by CITY for its Affirmative Action Program each year.

7.06 Partial Invalidity. If any term, covenant, condition, or provision of this lease is found invalid, void, or unenforceable by a court of competent jurisdiction, the remaining provisions will remain in full force and effect.

7.07 Legal Fees. In the event of any litigation regarding this lease, the prevailing party shall be entitled to an award of reasonable legal costs, including court and attorney's fees.

7.08 Number and Gender. Words of any gender used in this lease shall include any other gender, and words in the singular number shall include the plural, when the tense requires.

7.09 Captions. The Lease Outline, section headings, and captions for various articles and paragraphs shall not be held to define, limit, augment, or describe the scope, content, or intent of any or all parts of this lease. The numbers of the paragraphs and pages of this lease may not be consecutive. Such lack of consecutive numbers is intentional and shall have no effect on the enforceability of this lease.

7.10 Entire Understanding. This lease contains the entire understanding of the parties. LESSEE, by signing this agreement, agrees that there is no other written or oral understanding between the parties with respect to the leased premises. Each party has relied on its own examination of the premises, advice from its own attorneys, and the warranties, representations, and covenants of the lease itself. Each of the parties in this lease agrees that no other party, agent, or attorney of any other party has made any promise, representation, or warranty whatsoever which is not contained in this lease.

The failure or refusal of any party to read the lease or other documents, inspect the premises, and obtain legal or other advice relevant to this transaction constitutes a waiver of any objection, contention, or claim that might have been based on these actions. No modification, amendment, or alteration of this lease will be valid unless it is in writing and signed by all parties.

7.11 CITY Employee Participation Policy. It is the policy of CITY that all CITY contracts, agreements or leases with consultants, vendors or LESSEES shall include a condition that the contract, agreement or lease may be unilaterally and immediately terminated by CITY if the contractor or LESSEE employs an individual who within the twelve months immediately preceding such employment did in his/her capacity as a CITY officer or employee participate in negotiations with or otherwise have an influence on the recommendation made to the City Council in connection with the selection of the contractor or LESSEE. It is not the intent of this policy that these provisions apply to members of the City Council.

7.12 Standard of Employees. LESSEE and its employees shall at all times conduct themselves and the operations on the leased premises in a creditable manner.

7.13 Relocation Payments. LESSEE understands and agrees that it shall not be entitled to any relocation payment whatsoever upon termination of this lease.

SECTION 8: SIGNATURES

8.01 Signature Page

IN WITNESS WHEREOF, this Lease Agreement is executed by CITY, acting by and through its City Manager, and by LESSEE, acting by and through its lawfully authorized officers.

THE CITY OF SAN DIEGO

Date Sept 5, 1989

By Yvonne Flores
Deputy City Manager

ASSISTANT TO THE CITY MANAGER

LESSEE: SAN DIEGO SEASIDE COMPANY

Date July 20, 1989

By Eduard Hutton

By Dana Morgan

APPROVED as to form and legality this 11 day of September, 1989.

JOHN W. WITT, City Attorney

By [Signature]
Deputy City Attorney

JEH:baa(22)61
7-7-89

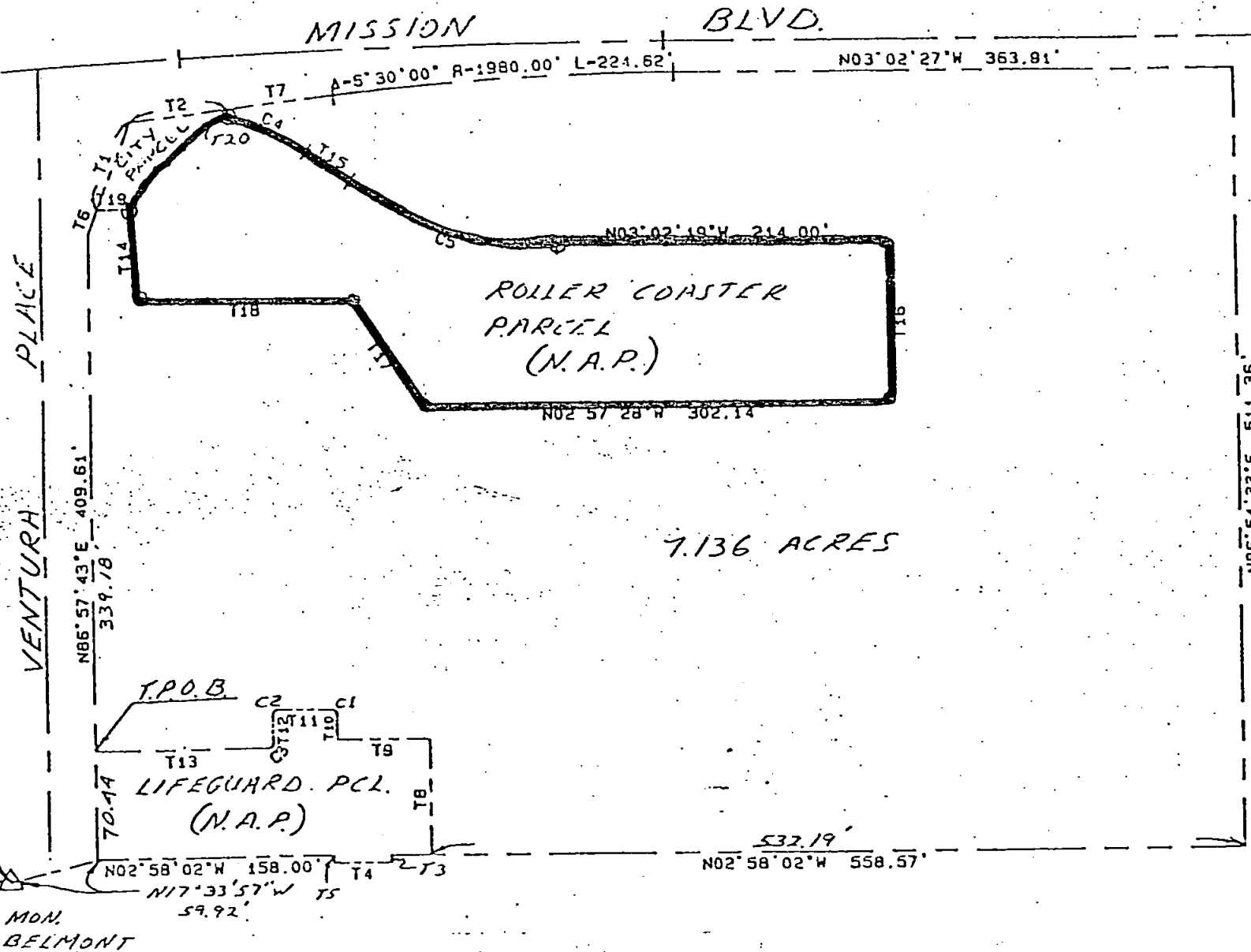
9.01 Legal Description

BASIS OF BEARINGS. Being the centerline of Strandway adjacent to Block 100, Parcel Map 8978, recorded July 27, 1979, F/P 79-315081 of Official Records; in the City of San Diego, County of San Diego, State of California; i.e. North 2°48'00" West.

Beginning at City survey monument "Belmont" at the intersection of Ventura Place and Ocean Front Walk; thence South 17°33'57" East 59.92 feet; thence North 86°57'43" East 70.44 feet to the TRUE POINT OF BEGINNING; thence continuing along said line North 86°57'43" East 339.18 feet to the South-westerly curb line of Ventura Place; thence along said curblin South 71°07'05" East 17.05 feet; thence leaving said curb line South 3°02'17" East 21.14 feet to a point with an iron pin with cap marked RCE 27741; thence South 81°10'03" West 57.96 feet to a point with an iron pin with cap marked RCE 27741; thence South 2°26'48" East 144.33 feet to a point with an iron pin with cap marked RCE 27741; thence South 52°40'55" West 81.33 feet to a point with a disk marked RCE 27741; thence South 2°57'28" East 302.14 feet to a point with a disk marked RCE 27741; thence North 86°57'41" East 100.77 feet to a point with a disk marked RCE 27741; thence North 3°02'19" West 214.00 feet to the beginning of a 240.13 foot radius curve, concave Easterly to a point with an iron pin with cap marked RCE 27741; thence along said curve through a central angle of 34°27'47" a distance of 144.44 feet to a point with a disk marked RCE 27741; thence North 31°25'28" East 34.51 feet to the beginning of a 158.47 foot radius curve, concave North-westerly to a point with a disk marked RCE 27741; thence along said curve through a central angle of 20°44'09" a distance of 57.35 feet, to a point with an iron pin with cap marked RCE 27741 a radial bearing to the center of said curve bears North 79°18'41" West; thence non-tangent to said curve North 80°27'33" East 5.20 feet to the Westerly right-of-way line of the West lane of Mission Boulevard per Miscellaneous Map No. 148; thence along said Westerly line South 9°32'27" East 71.87 feet to the beginning of a 1980.00 foot radius curve, concave Westerly; thence along said curve through a central angle of 6°30'00" a distance of 224.62 feet; thence South 3°02'27" East 363.91 feet; thence leaving aforementioned Westerly line South 86°54'33" West 511.36 feet; thence North 2°58'02" West 532.19 feet; thence North 87°01'58" East 76.27 feet; thence North 3°02'17" West 60.98 feet; thence North 86°57'43" East 17.00 feet to the beginning of 3.00 foot radius curve, concave Northwesterly; thence along said curve through a central angle of 90°00'00" a distance of 4.71 feet; thence North 3°02'17" West 36.50 feet to the beginning of 3.00 foot radius curve, concave South-westerly; thence along said curve through a central angle of 90°00'00" a distance of 4.71 feet; thence South 86°57'43" West 19.56 feet to the beginning of a 3.00 foot radius curve concave Northeasterly; thence along said curve through a central angle of 90°00'00" a distance of 4.71 feet; thence North 3°02'17" West 116.00 feet to the TRUE POINT OF BEGINNING.

Contains 7.136 Acres (more or less).

PLAT TO ACCOMPANY LEGAL DESCRIPTION



NO.	DELTA	RADIUS	LENGTH
C1	90° 00' 00"	3.00'	4.71'
C2	90° 00' 00"	3.00'	4.71'
C3	90° 00' 00"	3.00'	4.71'
C4	20° 44' 09"	158.47'	57.35' ✓
C5	34° 27' 47"	240.13'	144.44' ✓

NO.	BEARING	DISTANCE
T1	N71° 07' 05" W	61.06'
T2	N09° 32' 27" W	65.91'
T3	N87° 01' 58" E	5.00'
T4	N02° 58' 02" W	38.00'
T5	N87° 01' 58" E	5.00'
T6	N71° 07' 05" W	17.05'
T7	N09° 32' 27" W	71.87'
T8	N87° 01' 58" E	76.27'
T9	N03° 02' 17" W	60.98'
T10	N86° 57' 43" E	17.00'
T11	N03° 02' 17" W	36.50'
T12	N86° 57' 43" E	19.56'
T13	N03° 02' 17" W	116.00'
T14	N81° 10' 03" E	57.96'
T15	N31° 25' 28" E	34.51'
T16	N86° 57' 41" E	100.77' ✓
T17	N52° 40' 55" E	81.33' ✓
T18	N02° 26' 48" W	144.33' ✓
T19	N03° 02' 17" W	21.14' ✓
T20	N80° 27' 33" E	5.20'

- INDICATES FD. 5/8" x 1/8" I.P. W/CAP MARKED RCE 27741
- INDICATES FD. BRASS DISK AND TACK MARKED RCE 27741

9.04 Description and Listing of LESSEE-owned Improvements.

None.

9.05 Description and Listing of CITY-owned Personal Property

None.

9.06 General Development Plan

The General Development Plan consists of:

- a. Plat showing the layout and areas of operation for the roller coaster and related facilities.
- b. Restoration Schedule
- c. Financial Plan

and is filed in the Office of the City Clerk referenced to this lease.

The essential scope of the plan is the roller coaster restoration, as follows:

MISSION BEACH ROLLER COASTER RESTORATION

TUNNEL:

- 01) remove track and ledgers from station to start lift
- 02) excavate sand from same area
- 03) form and pour concrete footings for same area
- 04) install new ledgers
- 05) install new underlayment
- 06) install new track
- 07) plywood sheet tunnel
- 08) composition roof over tunnel
- 09) replace or upgrade tunnel lighting

LIFT:

- 01) remove chain, chain-through, anti-roll backs, track, track bed and catwalks
- 02) inspect ledgers and replace as required
- 03) lay new track bed
- 04) lay new track

- 05) install new chain-through and anti-roll backs
- 06) install new chain

LIFT DRIVE:

- 01) pour footings for motor room
- 02) construct motor room
- 03) install new motor and base
- 04) restore belt drive system including shaft and chain idler system
- 05) restore head stock idler system
- 06) install electrical service

STATION BRAKES:

- 01) remove remains of existing system
- 02) install complete new system (visually identical to old system but mechanically updated)
- 03) install safety brakes on the transfer table
- 04) install control console and all appropriate electrical systems
- 05) reconstruct brake shed (including roofing)

MAINTENANCE SHED:

- 01) remove existing track
- 02) construct new track
- 03) build work pit below track
- 04) enclose ends of maintenance shed
- 05) rebuild existing work room next to maintenance track
- 06) install overhead crane to service cars and to remove and replace cars on the ride

TRANSFER TABLE:

- 01) inspect guides, wheels and structure as required
- 02) provide interlocks to prevent a train from coming into an open transfer table
- 03) mechanize transfer table

STATION BUILDING:

- 01) redeck station
- 02) surface deck with nonskid material
- 03) install exit ramp
- 04) station detail trim

VEHICLES:

- 01) replace with new
- 02) restore 1 or 2 cars for display (possibly photo spot)

MUSEUM:

- 01) construct museum building (approximately 600 square feet)

MAIN STRUCTURE:

- 01) inspect bent posts, X bracing and ribbon boards and replace as required
- 02) remove track and track bed
- 03) inspect ledges and replace as required
- 04) install new track bed, track lamination and rail

FOOTINGS:

- 01) temporarily support bent posts
- 02) remove existing pilings
- 03) pour concrete footings
- 04) splice bottom of posts as required

PAINT:

- 01) remove as much existing paint as possible
- 02) eliminate mildew
- 03) repaint structure

CATWALK:

- 01) replace all catwalk

SIGN:

- 01) provide Giant Dipper sign

TICKET BOOTH:

- 01) construct ticket booth attached to one end of museum

FLAG POLES:

- 01) install flag poles and flags

9.07 Schedule of Days and Hours of Operation

LESSEE agrees to the following schedule of operation and may not change said schedule without the prior written approval by the City Manager, which shall not unreasonably be withheld:

Maximum Operating Schedule:

Summer:

Sunday - Thursday	11:00 a.m. - 10:00 p.m.
Friday & Saturday	11:00 a.m. - 11:00 p.m.

Winter	11:00 a.m. - 6:00 p.m.
--------	------------------------

Spring and Fall:

Monday - Thursday	11:00 a.m. - 8:00 p.m.
Friday - Sunday	11:00 a.m. - 10:00 p.m.

Specific Exceptions:

Memorial Day (Weekend)	11:00 a.m. - 11:00 p.m.
July 4	11:00 a.m. - 11:00 p.m.
Labor Day (Weekend)	11:00 a.m. - 11:00 p.m.

9.08 Schedule of Rates and Charges

LESSEE agrees to the following schedule of rates and charges and may not change said schedule without the prior written approval by the City Manager, which shall not unreasonably be withheld:

Cash Price	\$2.00
Merchant Price	\$1.00
Summer Promotion Price	\$1.50
Winter Promotion Price	\$1.00

Proposed charges for other merchandise or services shall be submitted to the City Manager for review and approval prior to commencing sale of any such merchandise or services. The City Manager's approval shall not be unreasonably withheld.

9.09 Right of First Refusal to Operate.

In the event of a default under this lease by LESSEE, CITY shall, prior to any actual termination of this lease based on such default within ninety (90) days from the date of such default, either (i) assume this lease and all rights and duties hereunder including operation and maintenance of the Mission Beach Roller Coaster and Museum; (ii) engage a substitute operator to either assume this lease or enter into a new lease under substantially the same terms and conditions to operate and maintain the Mission Beach Roller Coaster and Museum; or (iii) notify Belmont Park Associates, in writing, that CITY does not wish to exercise either of its rights under (i) or (ii) above, in which case, Belmont Park Associates shall have the right to assume this lease. In the case of subsection (ii) above, Belmont Park Associates shall have a right of first refusal to become the substitute operator which right shall be exercised, if at all, within thirty (30) days after receipt of written notice from CITY as to its election to engage a substitute operator.

In accordance with this right of first refusal, CITY shall give Belmont Park Associates notice of any default by LESSEE hereunder which such notice shall be mailed to Belmont Park Associates, a California limited partnership, 9665 Chesapeake Drive, Suite 401, San Diego, California 92121, or such other address as may be requested by Belmont Park Associates.

The provisions of this section shall survive termination of this lease and shall inure to and be for the benefit of the successors and assigns of CITY and Belmont Park Associates.

9.10 Memorandum of Lease

Concurrent with execution of this lease, the parties shall execute a Memorandum of Lease in the form attached hereto as Exhibit A and shall thereafter immediately record the Memorandum of Lease in the Office of the County Recorder for the County of San Diego.

(R-90-219)

274204

RESOLUTION NUMBER R-

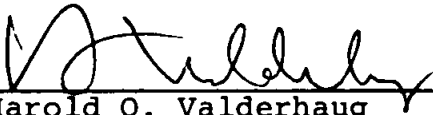
AUG 07 1989

ADOPTED ON

BE IT RESOLVED, by the Council of The City of San Diego, that the City Manager is hereby authorized and empowered to execute, for and on behalf of The City of San Diego, a lease agreement with SAN DIEGO SEASIDE COMPANY, with a term of 31 years, for the restoration, operation and maintenance of the Mission Beach Roller Coaster, under the terms and conditions set forth in that lease agreement on file in the office of the City Clerk as Document No. RR- **274204**.

APPROVED: JOHN W. WITT, City Attorney

By


Harold O. Valderhaug
Deputy City Attorney

HOV:ps
07/25/89
Or.Dept:Prop.
Job:220643
R-90-219
Form=r.none

Passed and adopted by the Council of The City of San Diego on

AUG 07 1989

by the following vote:

YEAS: Wolfsheimer, Roberts, McColl, Struiksma, Henderson, McCarty, Filner,
Mayor O'Connor.

NAYS: None.

NOT PRESENT: Pratt.

AUTHENTICATED BY:

MAUREEN O'CONNOR

Mayor of The City of San Diego, California

CHARLES G. ABDELNOUR

City Clerk of The City of San Diego, California

(SEAL)

By: MAYDELL L. PONTECORVO, Deputy

I HEREBY CERTIFY that the above and foregoing is a full, true
and correct copy of RESOLUTION NO. R- 274204, passed
and adopted by the Council of The City of San Diego, California
on AUG 07 1989.

CHARLES G. ABDELNOUR

City Clerk of The City of San Diego, California

(SEAL)

By: Maydell L. Pontecorvo, Deputy

James 51A

(R-90-219)

RESOLUTION NUMBER R- **274204**

AUG 07 1989

ADOPTED ON _____

BE IT RESOLVED, by the Council of The City of San Diego, that the City Manager is hereby authorized and empowered to execute, for and on behalf of The City of San Diego, a lease agreement with SAN DIEGO SEASIDE COMPANY, with a term of 31 years, for the restoration, operation and maintenance of the Mission Beach Roller Coaster, under the terms and conditions set forth in that lease agreement on file in the office of the City Clerk as Document No. RR- **274204**.

APPROVED: JOHN W. WITT, City Attorney

By



Harold O. Valderhaug
Deputy City Attorney

HOV:ps
07/25/89
Or.Dept:Prop.
Job:220643
R-90-219
Form=r.none

Numes 31A

(R-90-220)

274205

RESOLUTION NUMBER R-

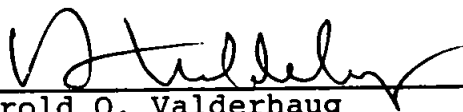
ADOPTED ON **AUG 07 1989**

BE IT RESOLVED, by the Council of The City of San Diego, that it is hereby certified, that the information contained in ENVIRONMENTAL IMPACT REPORT EQD NO. 88-0621, on file in the office of the City Clerk, has been completed in compliance with the California Environmental Quality Act of 1970, as amended, and the State guidelines thereto, and has been reviewed and considered by this Council.

BE IT FURTHER RESOLVED, by the Council of The City of San Diego, that pursuant to California Public Resources Code Section 21081, the City Council hereby adopts the findings made with respect to the feasibility of the mitigating measures, project alternatives and the statements of overriding considerations, if any, contained within ENVIRONMENTAL IMPACT REPORT EQD NO. 88-0621, on file in the office of the City Clerk.

APPROVED: JOHN W. WITT, City Attorney

By


Harold O. Valderhaug
Deputy City Attorney

HOV:ps
07/25/89
Or.Dept:Prop.
Job:220643
R-90-220
Form=r.eir&f

NOTICE OF DETERMINATION

TO: X County Clerk
County of San Diego
220 W. Broadway, MS C-11
San Diego, CA 92101

FROM: Property Department
1700 Security Pacific Bank
1200 Third Avenue
San Diego, CA 92101

X Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

EQD Number: 88-0621 State Clearinghouse Number: 88081012

Project Title: Belmont Park Giant Dipper Rollercoaster

Project Location: SW corner of West Mission Bay Drive and Mission Boulevard
(Lot No. 1803, Pueblo Map No. 1809)

Project Description: City COUNCIL APPROVAL OF LEASE for the restoration,
maintenance, and operation of the Giant Dipper Rollercoaster, a National
Register Historic Site.

AUG 7 1989 This is to advise that The City of San Diego City Council on
approved the above described project and made the following
determinations: R-274204

1. The project in its approved form X will, ___ will not, have a significant effect on the environment.
2. X An Environmental Impact Report was prepared for this project and certified pursuant to the provisions of CEQA.
- ___ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.

Record of project approval may be examined at the address above.

3. Mitigation measures ___ were, X were not, made a condition of the approval of the project.
4. (EIR only) Findings X were, ___ were not, made pursuant to CEQA Guidelines Section 15091.
5. (EIR only) A Statement of Overriding Considerations X was, ___ was not, adopted for this project.

It is hereby certified that the final environmental report, including comments and responses, is available to the general public at the office of the Environmental Quality Division, Sixth Floor, 1010 Second Avenue, Suite 600, San Diego, CA 92101.

Analyst: Ruggels

Telephone: (619) 236-6768

Filed by: Ellen Board 8/9/89
Signature

Deputy City Clerk
Title

R-274205

100-51A
(O-90-28)

ORDINANCE NUMBER O- 17337 (NEW SERIES)

ADOPTED ON SEP 11 1989

AN ORDINANCE AMENDING CHAPTER V, ARTICLE 9.5,
DIVISION 4, OF THE SAN DIEGO MUNICIPAL CODE BY
AMENDING SECTION 59.5.0401 RELATING TO SOUND
LEVEL LIMITS.

BE IT ORDAINED, by the Council of The City of San Diego, as
follows:

Section 1. That Chapter V, Article 9.5, of the San Diego
Municipal Code be and the same is hereby amended by amending
Section 59.05.0401, to read as follows:

SEC. 59.5.0401 SOUND LEVEL LIMITS

A. through D. [no change]

E. This section does not apply to noise generated
by helicopters at heliports or helistops authorized by a
conditional use permit, nor to any roller coaster
operated on City-owned parkland.

Section 2. This ordinance shall take effect and be in force
on the thirtieth day from and after its passage.

APPROVED: JOHN W. WITT, City Attorney

By


Harold O. Valderhaug
Deputy City Attorney

HOV:ps
07/27/89
Or.Dept:Prop.
Job:220643
O-90-28
Form=o.none

NEW LANGUAGE UNDERLINED

AN ORDINANCE AMENDING CHAPTER V, ARTICLE 9.5,
DIVISION 4, OF THE SAN DIEGO MUNICIPAL CODE BY
AMENDING SECTION 59.5.0401 RELATING TO SOUND
LEVEL LIMITS.

SEC. 59.5.0401 SOUND LEVEL LIMITS

A. through D. [no change]

E. This section does not apply to noise generated
by helicopters at heliports or helistops authorized by a
conditional use permit, nor to any roller coaster
operated on City-owned parkland.

HOV:ps
07/27/89
O-90-28-SO

274206
(R-90-223)

RESOLUTION NUMBER R-
COASTAL DEVELOPMENT PERMIT NO. 88-0621

ADOPTED ON AUG 07 1989

WHEREAS, SAN DIEGO SEASIDE COMPANY C/O D.H. MORGAN MANUFACTURING INC., Permittee, filed an application for a Coastal Development Permit for the restoration, maintenance and operation of the Giant Dipper Roller Coaster located on the northwest corner of the intersection of Mission Boulevard, West Mission Bay Drive, Mission Beach Community Plan, described as Lot No. 1803, Pueblo Map 1809, in the CS Zone; and

WHEREAS, on August 7, 1989, the City Council of The City of San Diego considered Coastal Development Permit No. 88-0621 pursuant to Section 105.0200 of the Municipal Code of The City of San Diego; NOW, THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego, as follows:

1. That the City Council adopts the following written Findings dated August 7, 1989:

FINDINGS

a. An existing walkway from the easterly parking lot providing access underneath the roller coaster to commercial facilities the beach to the west will be retained. The structure has existed on the site in its present form since 1925. No modifications to the structure are proposed that would obstruct views to and along the ocean and other scenic coastal areas from public vantage points.

b. This existing structure is located within a developed site which contains commercial, recreational, parking facilities. There are no marine resources, archaeological, paleontological or environmentally sensitive areas as identified in the Environmental Impact Report (No. 88-0621) or the City's Coastal constraint maps on the site. Thus the proposal will not adversely affect these resources.

c. As a recreational resource the proposal will have a positive effect on recreational and visitor serving facilities. Once restored the roller coaster will provide a regional recreational facility which will enhance the regional recreational and visitor serving function of Mission Beach as a whole. The roller coaster is a designated state and national historic resource its restoration ensures preservation of a striking visual landmark and architectural coastal scenic resource.

d. The City's Coastal constraint maps and the Environmental Impact Report do not identify any sensitive habitats or scenic resources in adjacent parks and recreation areas. Thus the proposal will not adversely affect such resources.

e. The site does not lie within an area of erosional, geological or flood hazard as identified on City constraint maps. Thus the proposal will not result in undue risks from geological, erosional or flood hazards. No grading is proposed, therefore the development will minimize the alteration of natural landforms. The development will be subject to the City Fire Code, therefore undue risks from fire hazards will not result.

f. As previously stated (Findings 17 and 19), the 64-year old state designated historic structure is a striking architectural coastal scenic resource. This landmark structure is visually compatible with and compliments the surrounding beach commercial and recreational area. Restoration of the structure will ensure enhancement of visual quality in a visually degraded area.

g. The Community Facilities Element of the Mission Beach Precise Plan and the Local Coastal Program have the following goals and recommendations:

"The preservation of all existing open space in Mission Beach, including the beaches and recreation facilities adjacent to the beaches."

"That the amusement facility, if continued at its present location, be upgraded. . . ."

The proposal will, therefore, conform with the Local Coastal Program, any other adopted plans and programs and the General Plan.

BE IT FURTHER RESOLVED, that, based on the Findings hereinbefore adopted by the City Council, Coastal Development Permit No. 88-0621 is hereby granted to Owner/Permittee in the form and with the terms and conditions as set forth in Coastal Development Permit No. 88-0621, a copy of which is attached hereto and made a part hereof.

APPROVED: JOHN W. WITT, City Attorney

By 
Harold O. Valderhaug
Deputy City Attorney

HOV:ps
07/26/89
Or.Dept:Prop.
Job:220643
R-90-223
Form=r.none

COASTAL DEVELOPMENT PERMIT NO. 88-0621
GIANT DIPPER ROLLER COASTER
CITY COUNCIL

This Coastal Development Permit is granted by the City Council of the City of San Diego to SAN DIEGO SEASIDE COMPANY C/O D.H. MORGAN MANUFACTURING, INC., Permittee, pursuant to Section 105.0200 of the Municipal Code of the City of San Diego.

1. Permission is hereby granted to Owner/Permittee for a Coastal Development permit for the restoration, maintenance and operation of the Giant Dipper Roller Coaster located on the northwest corner of the intersection of Mission Boulevard and West Mission Bay, described as Lot No. 1803, Pueblo Map 1809, in the CS Zone.
2. The facility shall consist of the following:
 - a. The renovation maintenance and operation of the Giant Dipper Roller Coaster; and
 - b. Landscaping;
 - c. Off-street parking; and
 - d. Incidental accessory uses as may be determined incidental and approved by the Planning Director.
3. No permit shall be granted nor shall any activity authorized by this permit be conducted on the premises until:
 - a. The Permittee signs and returns the permit to the Planning Department; and
 - b. The Coastal Development Permit is recorded in the office of the County Recorder.
4. Before issuance of any building permits, complete grading and working drawings shall be submitted to the Planning Director for approval. Plans shall be in substantial conformity to Exhibit "A," dated August 7, 1989, on file in the office of the Planning Department. No change, modifications or alterations shall be made unless appropriate applications or amendment of this permit shall have been granted.
5. Before issuance of any grading or building permits, a complete landscape plan, including a permanent irrigation system, shall be submitted to the Planning Director for approval. The Plans shall be in substantial conformity to Exhibit "A," dated August 7, 1989, on file in the office of the Planning Department. Approved planting shall be installed before issuance of any occupancy permit on any building. Such planting shall not be modified or altered unless this permit has been amended and is to

be maintained in a disease, weed and litter free condition at all times.

6. The property included within this Coastal Development shall be used only for the purposes and under the terms and conditions set forth in this permit unless authorized by the Planning Director or the permit has been revoked by the City of San Diego.

7. This Coastal Development permit may be cancelled or revoked if there is a material breach or default in any of the conditions of this permit. Cancellation or revocation may be instituted by the City of San Diego or Permittee.

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

9. This proposal shall comply with the standards, policies and requirements of all ordinances in effect at the time of approval of this map, including the Interim Development Ordinance adopted by the City Council on July 21, 1987; and any successor ordinance, plan or policy imposing the same or similar requirements upon environmentally sensitive habitats, floodplains, hillsides, wetlands or coastal bluffs, which approval shall be binding upon all subsequent approvals and permits required for the development.

10. If any existing hardscape or landscape indicated on the approved plans is damaged or removed during demolition or construction, it shall be repaired and/or replaced in kind per the approved plans.

11. All signs shall be subject to a separate permit.

12. This Coastal Development Permit must be utilized within 36 months after the effective date. Failure to utilize the permit within 36 months will automatically void the permit unless an extension of time has been granted as set forth in Section 105.0216 of the Municipal Code.

13. In the event that any condition of this permit, on a legal challenge by the Owner/Permittee of this permit, is found or held by a court of competent jurisdiction to be invalid, unenforceable or unreasonable, this permit shall be void.

APPROVED by the CITY COUNCIL of the City of San Diego on August 7, 1989.

James SIA
(R-90-324)

RESOLUTION NUMBER R-274209

ADOPTED ON August 7, 1989

BE IT RESOLVED, by the Council of The City of San Diego, that a Roller Coaster Advisory Committee is hereby established to advise the City on roller coaster issues and to help assure the continued restoration, operation and maintenance of the roller coaster.

BE IT FURTHER RESOLVED, that the issue of composition of the membership of the advisory committee is hereby referred to the Public Facilities and Recreation Committee for consideration.

APPROVED: JOHN W. WITT, City Attorney

By


Harold O. Valderhaug
Deputy City Attorney

HOV:ps
08/15/89
Or.Dept:Clerk
R-90-324
Form=r.none

Number 9A

(R-90-222)

RESOLUTION NUMBER R- 274207

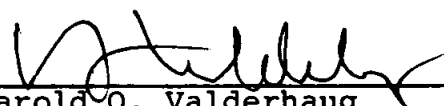
ADOPTED ON AUG 07 1989

BE IT RESOLVED, by the Council of The City of San Diego, that the Council hereby accepts the generous donation of the Mission Beach Roller Coaster from SAVE THE COASTER COMMITTEE.

BE IT FURTHER RESOLVED, that the acceptance by the City Manager of a Bill of Sale, a copy of which is on file in the office of the City Clerk as Document No. RR-274207, transferring the roller coaster to the City, is hereby authorized and approved. .

APPROVED: JOHN W. WITT, City Attorney

By


Harold O. Valderhaug
Deputy City Attorney

HOV:ps
07/26/89
Or.Dept:Prop.
Job:220643
R-90-222
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CORRECTED COPY

(R-88-1932)
(ALTERNATE 2)

*Property
51A*

RESOLUTION NUMBER R- 270591

ADOPTED ON MAR 22 1988

WHEREAS, Section 6 of the SAVE MISSION BEACH PARK (BELMONT PARK) initiative (Proposition G), enacted by the voters of the City of San Diego and effective as of November 4, 1987, recognizes the existence of vested rights and exempts any development project meeting standards specified therein; and

WHEREAS, supporters of the Giant Dipper, the Belmont Park roller coaster, have made application for exemption under Section 6 of Proposition G with respect to the Belmont Park Project; and

WHEREAS, on March 10, 1988, the City duly noticed a public hearing for the purpose of receiving testimony and evidence with respect to said application for exemption; and

WHEREAS, on March 21, 1988, the City Council conducted a public hearing with respect to said application for exemption at which time the City Council received and considered evidence on the matter, both oral and written; and

WHEREAS, at said public hearing testimony and evidence was also submitted to the effect that the roller coaster had obtained a "vested right" to continue commercial operation by virtue of approximately 50 years of commercial operation on the site; and

WHEREAS, at said hearing testimony and evidence was also submitted to the effect that prior to the effective date of Proposition G the roller coaster had obtained its final discretionary approval for continuing commercial operation and

that substantial expenditures have been incurred in good faith reliance on the final discretionary approval and substantial construction has been performed on the property in good faith reliance on the discretionary approval; NOW, THEREFORE,

BE IT RESOLVED, based upon the testimony and evidence submitted at said public hearing, the City Council of The City of San Diego hereby finds that:

1. The roller coaster has obtained a "vested right" to continue commercial operation as a result of approximately 50 years of commercial operation on the Belmont Park site prior to the effective date of Proposition G.

2. The roller coaster has obtained a "vested right" to continue commercial operation in that final discretionary approval for such operation has been obtained, substantial expenditures have been incurred on good faith reliance on such final discretionary approval, and substantial construction has been performed on the property in good faith reliance on the final discretionary approval.

BE IT FURTHER RESOLVED, that in adopting this resolution the City Council hereby incorporates all of the testimony and documentary evidence submitted at said public hearing as its basis for the above findings.

APPROVED: JOHN W. WITT, City Attorney

By


Harold O. Valderhaug
Deputy City Attorney

HOV:ps

03/22/88

Or.Dept:Prop.

R-88-1932 - ALTERNATE 2

Form=r.none

R 270591

DETERMINATION OF: ENVIRONMENTAL EXEMPTION

Pursuant to The California Environmental Quality Act (CEQA) and State CEQA Guidelines

Agency: CITY OF SAN DIEGO

DEP FILE NO.: 95-0176

DATE: February 13, 1995

Action/Permit(s)
MANAGER'S APPROVAL

Permit No.
N/A

Description of Activity:

Allow the installation and operation of five new amusement park rides and relocation of the existing carousel at Belmont Park within an existing leasehold.

Location of Activity:

Belmont Park, west side of Mission Boulevard between West Mission Bay Drive and San Fernando Place in the Mission Beach community, City and County of San Diego.

1. ☐ This activity is **EXEMPT FROM CEQA** pursuant to:

☐ Section 15061(b)(1) of the State CEQA Guidelines (the activity is not a project as defined in Section 15378).

☒ Section 15061(b)(3) of the State CEQA Guidelines ("General Rule").

2. ☐ This project is **EXEMPT FROM CEQA** pursuant to State CEQA Guidelines Section checked below:

ARTICLE 19 of GUIDELINES CATEGORICAL EXEMPTIONS (Incomplete list)

Sec. Short Name

- ☐ 15301 1 Existing Facilities
- ☐ 15302 2 Replacement or Reconstruction
- ☐ 15303 3 New Construction or Conversion
of Small Structures
- ☐ 15304 4 Minor Alterations to Land
- ☐ 15305 5 Minor Alterations in Land Use
Limitations
- ☐ 15306 6 Information Collection
- ☐ 15311 11 Accessory Collection
- ☐ 15312 12 Surplus Environmental Property Sales
- ☐ 15315 15 Minor Land Divisions
- ☐ 15317 17 Open Space Contracts or Easements
- ☐ 15319 19 Annexation of Existing Facilities
and Lots for Exempt Facilities
- ☐ 15325 25 Transfer of Ownership of Interest
in Land to Preserve Open Space

ARTICLE 18 of GUIDELINES STATUTORY EXEMPTIONS (Incomplete list)

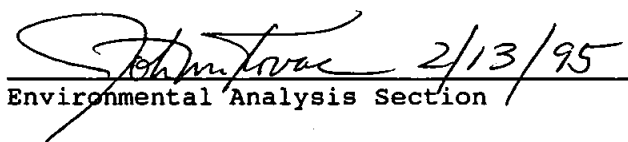
Sec. Short Name

- ☐ 15261 Ongoing Project
- ☐ 15262 Feasibility and
Planning Studies
- ☐ 15265 Adoption of Coastal
Plans and Programs
- ☐ 15268 Ministerial Projects
- ☐ 15269 Emergency Projects

It is hereby certified that the City of San Diego
has determined the above activity to be exempt:

Distribution:

Exemption or Project file
Responsible Departments:

 2/13/95
Environmental Analysis Section

Stew Cerveny, READ



Environmental
Quality
Division
236-5775

Environmental Impact Report

EQD No. 88-0621
SCH No. 88081012

SUBJECT: Belmont Park Giant Dipper Rollercoaster. CITY COUNCIL APPROVAL OF LEASE and AMENDMENT to the NOISE ORDINANCE for the restoration, maintenance, and operation of the Giant Dipper Rollercoaster, a National Register Historic Site. Located on the northwest corner of the intersection of Mission Boulevard and West Mission Bay Drive (Lot No. 1803, Pueblo Map No. 1809). Applicant: San Diego Seaside Company, c/o D.H. Morgan Manufacturing, Inc.

CONCLUSIONS:

Operation of the Giant Dipper Rollercoaster would result in significant unmitigated environmental impacts associated with traffic, parking, and noise. Approval of the City Lease as proposed will require the decisionmaker to make Findings, substantiated in the record, which state that: a) project alternatives are infeasible, and b) the overall project is acceptable despite significant impacts because of overriding considerations.

The EIR addresses several project alternatives which could avoid or reduce environmental impacts. For example, restoration and maintenance of the rollercoaster without operation (Alternative C) would avoid identified impacts without adversely affecting its historical designation. Restoration, operation, maintenance and relocation of the rollercoaster (Alternative B) would avoid noise impacts associated with operating the rollercoaster in proximity of residential development. Specific relocation to South Shores where parking facilities are currently planned in conjunction with the South Shores Master Plan could avoid impacts to the severe parking shortage in the Mission Beach Community. Additionally, this alternative would avoid traffic impacts to the Mission Beach community and would locate the rollercoaster in proximity to the freeway system providing easier accessibility to patrons. Relocating the rollercoaster could adversely affect the historical designation.

David A. Potter, Deputy Director
City Planning Department

September 30, 1988
Date of Draft Report

February 9, 1989

Date of Final Report

Analyst: Mosley

PUBLIC REVIEW

The following individuals, organizations, and agencies received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency:

California Coastal Commission, San Diego District
State Clearinghouse
Metropolitan Transit Development Board
San Diego Transit Corporation
Sierra Club
Citizens Coordinate for Century III
Parks and Recreation Board
 General Chair
 Mission Bay Committee Chair
Historic Sites Board
San Diego Historical Society
San Diego Museum of Man
San Diego Archaeological Society, Inc.
National Trust for Historic Preservation
State Office of Historic Preservation
Mission Beach Precise Planning Committee
Mission Beach Town Council
Mission Bay Lessees
Pacific Beach Town Council
Pacific Beach Planning Committee
Save the Coaster Committee, Attn: Norman Starr
City of San Diego
 Planning Department
 Property Department
 Engineering and Development Department
 Noise Abatement Office
 Councilmember Bruce Henderson
 Tim O'Connell, Office of the Mayor
Judy Swink
Don Patterson
Bobby Glaser
Mike Lloyd
Tom Baldwin
Chris Cott
Don Hamel

Copies of the draft EIR and any technical appendices may be reviewed in the office of the Environmental Quality Division, or purchased for the cost of reproduction.

RESULTS OF PUBLIC REVIEW

() No comments were received during the public input period.

- () Comments were received but the comments do not address the accuracy or completeness of the environmental report. No response is necessary and the letters are attached at the end of the EIR.
- (X) Comments addressing the accuracy or completeness of the EIR were received during the public input period. The letters and responses follow.

**PATTERSON
COMPANY**

Real Estate

**Property
Management**

520 West Ash Street, Suite 380
San Diego, CA 92101
(714) 735-6729

Dave

October 27, 1988

Mr. David Potter
City of San Diego
Planning Dept.
Environmental quality division
1010 Second Ave., Suite 600
San Diego, California, 92101

RECEIVED

OCT 31 1988

ENVIRONMENTAL QUALITY
DIVISION

Dear Mr. Potter:

This letter is in response to the Draft Environmental Impact Report, prepared by your office regarding the operation of the Belmont Park Giant Dipper Roller Coaster (EQD No. 88-0621). I have been in contact with Karen Ruggels of your office and she stated written comments regarding the adequacy and data of this report would be received prior to November 3, 1988. Thus please consider this letter as further input as to the data, accuracy, and completeness of the draft.

1. Page S-3: I don't understand why removal of the roller coaster from its present site would cause its removal from the National Register of Historic Places, or loss of its National Historic Preservation. It appears that many structures in the City of San Diego have been moved and still retained their status. This entire section does not elaborate, but merely states an opinion with little factual backup or investigation.
2. Page 3 and 9: The report states certain construction, rehab, installations etc., but does not go into any detail and is very general in this section. It does not state how any of the work to be done on the coaster might or might not affect its historical significance or status.
3. What is the basis of the assumption that 300,000 to 500,000 persons will ride the coaster in any year?
4. Pages 12 and 13: There is much reference to a proposed lease with the City of San Diego, including the construction of a museum display space. I fail to see how this has any environmental impact regarding actual operation of the coaster nor any historical significance of the structure as there has been no previous museum.

RESPONSES

1. The historic significance of the roller coaster is a function of (a) its design which incorporates several patented innovations, (b) its architecture and appearance which serve as a landmark identifying Mission Beach, and (c) its association with John D. Spreckels and its central role in the early development of Mission Beach, typical of Progressive-era coastal resort development. These factors are explained more fully in the body of the EIR (pages 10-12) and in the supporting documents prepared for various historic listings which are referenced in the EIR. Relocation of the roller coaster would adversely affect its historic value, principally related to factors b. and c., above.
2. A more detailed list of the planned improvements is available in the proposed lease agreement, which was referenced on page 3 (and elsewhere) of the EIR. Most of the improvements involve renovating or replacing mechanical equipment to make it conform with present safety standards. These improvements would maintain the unique design features of the roller coaster, would maintain its overall architectural structure and appearance, and would maintain the relationship that exists between the roller coaster, the beach, and the surrounding community. The restoration would not be detrimental to historic values preserved in the roller coaster. As noted in the EIR (page 13), the restoration must comply with standards and review requirements of the State Office of Historic Preservation.
3. The estimate of ridership was made by the proposed lessee (the San Diego Seaside Company). It is based on many years of experience operating the similar roller coaster in Santa Cruz and upon visitation figures to the beach area in San Diego.
4. The proposed lease is the best available written description of the proposed project and is used throughout the EIR to describe the features of the project. It is supplemented with direct interviews with the people (city staff and proposed lessee) who are involved.

- 5 Page 15 and other pages: The figures used and the statistics used for traffic volumes do not appear too current. Traffic has increased considerably and there are no 1988 statistics used in the report. Obviously 1988 figures have not been completed for the year, however, figures are available for the majority of the year, and can be projected for a 12 month period. Trends have been established and current data is very important in developing a current and accurate environment report.
- 6 Page 16: (third paragraph) This paragraph is inaccurate. True, the growth of the actual residents in number might not increase a great amount, however, the number of visitors has increased, and trends show it will continue to increase. Page 17, fifth paragraph, is misleading. Peak volumes can only go so high, however, the length of peak volumes have increased a great deal, and once again trends should be shown in this regard.
- 8 Page 19: Paragraph three quotes "observations" show a certain turnover. It is unknown what these observations happen to be, when, where, or for how long they were taken. My observations do not reflect this turnover, but reflect a turnover rate of much less than two to three times a day per space. This is a very important point to consider in the parking analysis.
- 9 There was very little stated in the report regarding aircraft noise, when discussing this topic. This is an extremely important consideration when assessing noise in the area.
- 10 Page 38, Project Alternatives: It appears the report editorializes a great deal in this section by making assumptions under the No Project section. Paragraph two is not accurate. Under Alternate Location, again statements are made regarding historical impact, and to relocation costs that were made 10 years ago. How do relocation costs, correct or incorrect have an impact on the environment?
- 11

Please review the comments of this letter and let us arrange a personal meeting to discuss the contents. Karen Ruggles has indicated you are seeking community input and I will appreciate the opportunity to personally discuss it.

Sincerely,

Donald E. Patterson
Donald E. Patterson

RESPONSES

- 5 The traffic data used was the most recently available information at the time the EIR was written. This included data from the 1988 Mission Beach Traffic Congestion Study, prepared by JHK & Associates for the Metropolitan Transit Development Board. More recent traffic counts will not alter the conclusion in the EIR, which is that the cumulative traffic impacts are significant.
- 6 The referenced paragraph (third paragraph on page 16 of the EIR) contains an accurate paraphrase of conclusions reached in a previous City of San Diego study in the area. The intent of the paragraph was to reconcile the statements in two different city reports, which could be misunderstood and appear contradictory. One of these dealt with growth in average daily traffic volumes and one described peak-hour volumes. The preceding paragraph (on page 16 of the EIR) recognizes the trend in increasing traffic.
- 7 The paragraph immediately before that which is referenced states, "The net effect would be an incremental addition to peak-hour traffic, and an incremental lengthening of the periods of heavy traffic." The referenced paragraph (on page 17 of the final EIR) has been revised to repeat this conclusion.
- 8 The "observations" are from the Coastal Access Study, which is referenced at the end of the sentence where the information is presented (final EIR, page 19, third paragraph).
- 9 This statement is correct. The existing CNEL values for aircraft in the area are between 65 and 70 dBA, which exceed city standards for residential areas (reference Table 3 in the EIR). The text of the EIR has been revised (pages 26 and 29) to note the aircraft noise levels. The conclusions of the EIR need not be changed, however.
- 10 For this project, the effects of the "No Project" alternative can be presented and understood without speculation, since that has been the status quo for 11 years. No significant restoration has occurred since the state-funded effort which rebuilt the station house and the other efforts noted. Demolition of the roller coaster was indeed proposed, but was not accomplished (discussed on page 12 of the EIR). Citizen support to retain the roller coaster may not have been the sole reason why demolition was avoided, but was clearly a factor in the continued existence of the structure.
- 11 Relocation costs do not directly affect the environment, but they are a factor in considering the feasibility of this alternative.

RESPONSES

October 10, 1988

RECEIVED

OCT 19 1988

ENVIRONMENTAL QUALITY
DIVISION

City of San Diego
Planning Department
Environmental Quality Division
1010 Second Avenue, Suite 600
San Diego, CA 92101
ATTENTION: MS. KAREN RUGGELS

RE: E.Q.D. NO.-0621 BELMONT PARK GIANT DIPPER ROLLER COASTER

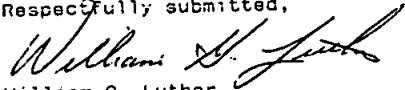
Dear Ms. Ruggles:

Having reviewed the above referenced report, I find some of the conclusions regarding traffic and parking incomplete.

While it is true that the project proposes no traffic and parking mitigation with regard to this specific project, there are indeed many proposals currently being studied that would mitigate these concerns:

- 12 A second Sunrunner service line, a satellite park and ride shuttle system, gateway passenger drop off nodes, paid parking and parking permit zone, to name just a few, all of which have been endorsed by the technical staff of the City of San Diego, the Metropolitan Transportation Development Board and the Mission Beach Traffic Committee.
- 13 Secondly, there is funding available (\$350,000) earmarked for major traffic improvements to the geometric design of the Mission Boulevard--Ventura Place--West Mission Bay Drive intersection and installation of an additional traffic signal. These plans are currently in the design and bid stage with City of San Diego's Property Department, with construction slated to be completed by June 1988.
- 14 Therefore, I feel that there is one additional alternative to this project, that being to delay the proposed project until such time as these proposals are in place and functioning properly.

Respectfully submitted,



William G. Luther
Chairman
Beach Community Traffic & Parking Committee

12 This information has been added to the final EIR (page 22).

13 These improvements have been described in the final EIR (page 18).

14 Traffic and parking improvements in the community are an ongoing effort. A temporary delay in implementing the project, pending completion of specific improvements, was not considered a useful alternative because it is difficult to specify exactly which improvements should be completed and because the resulting cumulative traffic and parking impacts in the community would still be considered significant. The particular improvements to the intersection of Mission Boulevard and West Mission Bay Drive which are mentioned will be complete before restoration of the roller coaster is finished.

RESPONSES

RECEIVED

NOV 04 1988

ENVIRONMENTAL QUALITY
DIVISION

7160 Fay Avenue
La Jolla, CA 92027
November 2, 1988

City of San Diego, Planning Dept.
1010 2nd Avenue, Suite 600
San Diego, CA 92101

In re: QD#86-0250
Attn: David A. Potter

Gentlemen:

In the above-listed matter, I am very concerned that the EIR is quite inadequate. Having lived near the conjunction of South Coast Boulevard and Coast Boulevard, I am well aware of the traffic and the crime at that intersection. 15

Many times the police have had to come to my home in answer to people having had their cars broken into. They called from my home because there was no other telephone nearby. The traffic is absolutely beyond control and the parking is beyond belief.

The Pacific Homes people are determined to build in the area and are letting the existing cottages deteriorate to the point where they can be eliminated. However, the cottages have a great deal of charm and should be maintained at all costs.

Sincerely,

Florence B. Rosenberg

Florence B. Rosenberg

- 15 The EIR concludes that the cumulative traffic and parking impacts, resulting from the project and from the other land uses that have come to develop in Mission Beach, are significant. The issue of car break-ins is not related to this project, but is perhaps a broader concern in the beach areas.

RECEIVED

NOV 04 1988

ENVIRONMENTAL DIVISION
DIVISION

November 2, 1988

David A. Potter, Deputy Director
City Planning Department
1222 First Avenue
San Diego, CA 92101

SUBJECT: EQD #88-0753/Draft EIR for Belmont Park Giant Dipper
Roller Coaster

Thank you for the opportunity to address the issues raised in the Draft Environmental Impact Report on proposed operation of the Mission Beach Giant Dipper. First, I would like to point out that "Belmont Park" is now a commercial development separate and independent from the Giant Dipper Roller Coaster, which is located in Mission Beach Park and has been known historically as the Mission Beach Giant Dipper (to differentiate it from the Santa Cruz Giant Dipper and others bearing the same name). A fine point perhaps, but an important point from the historical perspective.

The environmental issues addressed in the report of particular concern to the Mission Beach community are those of Traffic Circulation, Parking and Noise. Of these, the noise issue is probably the most difficult to mitigate but I would like to emphasize that comments within the report on all three issues point out that the conclusions are worst case estimates which will probably be much less in reality.

TRAFFIC & PARKING:

Traffic and parking have always been a problem, of increasing dimensions in the past 3-5 years, but the City Council has at hand an excellent report from the Mission Beach Traffic & Parking Committee which presents proposals both to mitigate and to provide funding for mitigation. Such studies and proposals have been presented many times in past years and then filed without action. Even without operation of the Roller Coaster or a busy and successful shopping center in the park, the problems will only worsen as the San Diego population increases. This is the perfect opportunity for the City Council to approve implementation of a plan which will reduce traffic and parking problems in Mission Beach and increase (through use of a regular shuttle system) public access to the beaches and to the projects in Mission Beach Park.

NOISE:

I think the most important point to be considered here is that calculations are based on measurements of "line source" noise levels (pp. 33-34), whereby noise carries farther than would "point source" levels. Noise impacts on residential areas would be primarily from "point source" sound levels and would therefore diminish more rapidly. True noise levels from the coaster would very likely be equal to the daytime allowable levels (ignoring existing non-allowable levels) and close to allowable night-time levels and still below existing noise levels without coaster operation (p. 25, Table of Applicable Limits #4; p. 35, paragraph 11). In addition, except for the apartments above Ventura Place businesses, the closest residential units will be shielded by the 2-story structures on Ventura Place.

RESPONSES

16 As noted in the EIR (page 10), the name "Giant Dipper" seems to be the most broadly accepted. Additional discussion related to the name has been added (see response 27).

17 The EIR references the most recent study which has been completed and notes that certain intersection improvements have been planned (final EIR, page 18). Other comments do not deal with the adequacy of the EIR and do not require a response.

18 The assumption that the roller coaster was a line source, as opposed to a point source, was made because this is a more conservative assumption. The remaining comments repeat information from the EIR (pages 25, 33, and 35).

RESPONSES

Finally, I would like to comment on the proposed alternatives:

Alternatives A, B, C & E are unacceptable alternatives as stated in the Draft report. The "No Project" (A) alternative is not acceptable because of the loss of effort which has gone into the project for over 8 years based on widespread support for preservation and restoration of this unique local and national historic landmark. The "Alternate Location" (B) and "Alternate Restoration Plans" (E) are not acceptable because both would destroy the very elements which constitute the historic significance of the structure. "Restoration without Operation" (C) is not a viable option because of the funding difficulties.

- 19 Alternative D (Alternate hours of operation), therefore, remains the only potentially viable alternative but only if the reduction in hours can be made without threatening the economic viability of the Santa Cruz proposal.

I disagree however with the study's conclusion that shifting operating hours to one hour earlier would be a "minor reduction (that) would not be noticed by anyone" (Alternative D, p.39). As a resident of South Mission Beach frequently disturbed by the noise of jets from Lindbergh Field, I find that the recent restriction of takeoffs after 10 p.m. to the quieter jets only to be a significant improvement even though there is still an occasionally very loud jet, depending on meteorological conditions. I believe that the same would apply to nighttime operation of the Roller Coaster and that, in consideration of residents who may need to retire early for work, operation should be discontinued no later than 10 p.m. with exceptions for only the 3 major holiday weekends (Memorial Day, Fourth of July & Labor Day) but not including the night before a regular workday.

Sincerely,



Judith A. Swink
811 Allerton Court
San Diego, CA 92109

- 19 The final EIR has been revised to clarify that the reduced operating hours would not achieve noise standards. The reference to not being noticeable has been deleted. In a similar fashion, the nighttime curfew on takeoffs at Lindbergh Field may have reduced the nuisance of jets at night, but the resulting CNEL values for the Mission Beach area still exceed the 65 dBA standard.

RESPONSES

6735 Mohawk St.
San Diego, CA 92115
22 October 1988

RECEIVED

NOV 01 1988

ENVIRONMENTAL QUALITY
DIVISION

David A. Potter, Deputy Director
City of San Diego
Planning Department
Environmental Quality Division
1010 Second Avenue, Suite 600
San Diego, CA 92101

Dear Sir:

Re: EQD No. 88-0753
SCH No. 88081012 Belmont Park Roller Coaster EIR

Comments addressing accuracy and completeness of the above
Environmental Impact Report (EIR), as well as some other
considerations on the City Council approval of lease:

A. Accuracy and Completeness:

Several sets of information are neglected in the Summary and
widely separated in the body of the report which would affect the
interpretation of the conclusions by anyone having insufficient
time or resources to obtain a detailed analysis of the whole:

- 20 1. Traffic Circulation is significant only at the worst case
(p. S-1 para. 5,6) which is admitted to be an unlikely and
inflated estimate (p. 17 para. 2) and was not a fatal
consideration in the overlapping, tightly related, and
complimentary mall approval. Peak volumes only are considered,
and the balancing and improved use pattern and effective
utilization are omitted. Improvements already planned, approved,
or under consideration are not analyzed as to whether they would
render this impact insignificant (p. S-2 para. 1 and p. 18 para.
1-4). Adjoining business and residential occupants' preferences
for increased/decreased/rebalanced traffic patterns are not
mentioned.

- 20 The final EIR has been revised to more clearly state the worst-case nature of the
discussion (page 17) and to provide more recent information on planned improve-
ments (page 18). The studies which have been performed for the Mission Beach
area indicate that traffic and parking problems are expected for the future, even
with various proposed improvements. The most recent study, performed for the
Metropolitan Transit Development Board, included participation by a citizen
committee. Business and residential occupants' preferences related to traffic
patterns are not discussed in the EIR because they have not been discussed in the
traffic and parking studies conducted.

- 21 2. Parking is significant only at worst case (p. 8-2 para. 2) which is admitted to be overstated (p. 22 para. 3) and was not a fatal consideration in mall approval. Balancing use pattern and effective utilization omitted. Future improvements not analyzed as to whether they might render this impact insignificant (p. 8-2 para. 3 and p. 22 para. 6). Adjoining business and residential occupants' preferences for parking use/increase/rebalancing of use are not mentioned.
- 22 3. Noise, as calculated by line source method (p. 35 para. 2), which "will overestimate" (p. 35 para. 2) rather than as the point source "one would expect" (p. 35 para. 2), is (even then only barely) significant ("3 dBA; smaller increases are usually not noticeable" p. 23 para. 2 and "current range of 70-73 dBA to a new range of 74-77 dBA" p. 37 para. 1 and "commercial uses is 75 dBA" p. 37 para. 1) in an area of "up to five" (p. 35 para. 4) residential units and five (p. 36 fig. 9) business establishments which may feel existing surf and traffic sounds aesthetically enhanced and/or mitigated by the intermittent and excitement nature of the vocal and mechanical output of the roller coaster, which is not given consideration. The prior existence of surf and traffic sounds, and the roller coaster itself and their influences on adjoining business and residential occupants' decisions to locate in the proximity to the roller coaster are not mentioned. Future shifts in business and residential use patterns and future occupants' preferences are not analyzed as to rendering this impact insignificant (p. 8-2 para. 4-5 and p. 37 para. 3).
- 24 4. Project Alternatives are not analyzed for impact on the city of lost direct and indirect revenues, tourism, recreational and business growth opportunities in or near central city of San Diego (p. 8-2 para. 7 ; p. 8-3 para. 1-5 ; and pp. 38-39). Alternatives B-F are not analyzed for direct or indirect costs to the city or for the relative unlikelihood that agencies can be found to support or execute them or for the relative likelihood that lack of support or expertise thus lost would jeopardize the future of the roller coaster and, indirectly, the economic and spiritual health of the surrounding businesses and residential areas or of the city as a whole (p. 8-3 ; p. 38 para. 4-6 ; and p. 39).

21 See response 20.

22 This information repeats the discussion in the EIR (and see response 18).

23 The contention that future businesses or residents would preferentially locate in the area for the noise environment is speculative and not appropriate for the EIR.

24 The financial and other benefits to the City from the project are not discussed in the EIR. They may be cited as reasons for proceeding with the project despite its environmental effects in the findings for the project approval.

RESPONSES

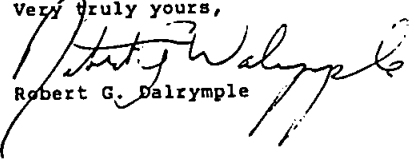
- 25 B. Other considerations relating to substantiation for Findings: Conclusions in your cover letter and public review schedule include reference to approval of the City Lease requiring the decisionmaker to make substantiated Findings that: 1) alternatives are infeasible and 2) overall project acceptable despite significant impacts because of overriding considerations.

1. Feasibility of alternatives should be considered in the light of the above limitations in the accuracy and completeness of the Environmental Impact Report (EIR), and especially A.4. Feasibility should also include consideration of the likelihood of this project's completion from the standpoint of finding sufficient support and expertise in the long term to accomplish and maintain the more complicated and expensive alternatives without the daily attention of active use and maintenance.

2. Significance of impacts and overriding considerations should be considered in the light of the above limitations in the accuracy and completeness of the Environmental Impact Report (EIR) (especially A.1.-A.3.). Further overriding considerations might include public relations, tourism, recreation, cultural image, and historical heritage ramifications of allowing this rare landmark to slip away from the protection that an active restoration and maintenance agency would provide.

C. Conclusion: I hope that you will give this Report and the Belmont roller coaster the attention and effort that they deserve and help maintain the momentum that will be necessary to bring about the restoration and use of this valuable recreational facility and fascinating historic landmark. Thank you for your efforts, past and future, toward this end.

Very truly yours,


Robert G. Dalrymple

- 25 These comments relate to potential findings which may be made to support project approval and not to the adequacy of the EIR. No response is required.

page 3

26

B. Other considerations relating to substantiation for Findings: Conclusions in your cover letter and public review schedule include reference to approval of the City Lease requiring the decisionmaker to make substantiated Findings that: 1) alternatives are infeasible and 2) overall project acceptable despite significant impacts because of overriding considerations.

1. Feasibility of alternatives should be considered in the light of the above limitations in the accuracy and completeness of the Environmental Impact Report (EIR), especially A.4.

2. Significance of impacts and overriding considerations should be considered in the light of the above limitations in the accuracy and completeness of the Environmental Impact Report (EIR) (especially A.1.-A.3.). Further overriding considerations might include public relations, tourism, recreation, cultural image, and historical heritage ramifications of allowing this rare landmark to slip away from the protection that an active restoration and maintenance agency would provide.

C. Conclusion: I hope that you will give this Report and the Belmont roller coaster the attention and effort that they deserve and help maintain the momentum that will be necessary to bring about the restoration and use of this valuable recreational facility and fascinating historic landmark. Thank you for your efforts, past and future, toward this end.

Very truly yours,

Robert G. Dalrymple

26 This page is a draft version of the previous page. No response is required.

TIM COLE
2406 Luther St
San Diego, CA 92139

RESPONSES

CITY OF SAN DIEGO
Planning Department
ENVIRONMENTAL QUALITY DIVISION
1010 Second Avenue, Suite 600
San Diego, CA 92101

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NOV 03 1988

ENVIRONMENTAL QUALITY

Dear Mr. Potter,

As a member of the American Coaster Enthusiasts and my long term involvement with the Save The Coaster Committee, I would like to speak out in favor of the proposed operation of the Mission Beach Giant Dipper Roller Coaster. This letter is in response to the Draft Environmental Impact Review discussing issues concerning the proposal.

- 27 First, a quick correction on its history. The "Giant Dipper" name was dropped after the coaster caught fire in the mid-50's and until 1976, it was just referred to as "Rollercoaster". 1976 is when the ride was renamed "Earthquake". It was never officially named "Big Dipper".

In regards to the study on noise, I should point out: the areas that surround each coaster. The Santa Cruz Giant Dipper runs from west to east. The north side is where the decibel readings were taken and is also the side populated with nearby residents. On the east and west end of the coaster is the amusement park, the south side has the midway, boardwalk and ocean.

The Mission Beach Giant Dipper runs from north to south. The north end is the area most populated, the east side features Mission Blvd, acres of parkland and parking lots. The west side contains the shopping center, the boardwalk, and the beach. The south end also contains the shopping center as well as more acres of parking lot and park. With the exception of the north and north-eastern end, the rollercoaster is fairly isolated from the residential area where noise would be considered excessive.

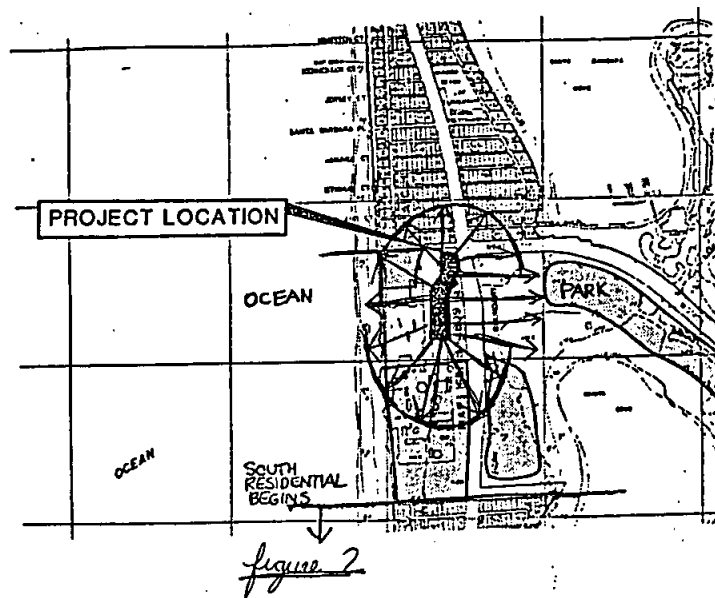
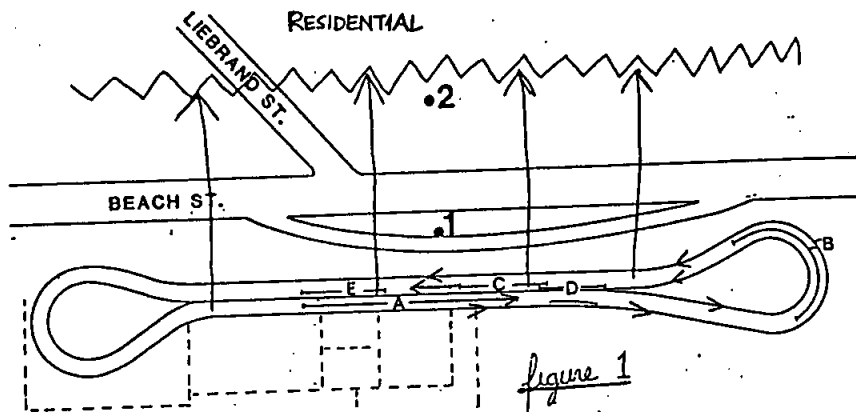
- 28
29 Decibel readings on the Santa Cruz coaster were taken from the residential side of the coaster. This would be considered the length-an area where the trains spend the most time as they travel from end to end four times (figure 1).

The residential area to the north of the Mission Beach coaster is situated at an end of the structure. The trains would spend no more than 5 seconds here as they sweep around the north end to head back south. Most of the noise would be heard from the east and west sides-both of which are non-inhabited by residents (figure 2).

- 27 This information has been added to the final EIR (page 10, and response 16).

- 28 The EIR (page 35, and Figure 9) indicates that noise impacts are limited to the residential uses to the north and northeast.

- 29 The discrepancy between point and line source characteristics is described in the EIR (page 33 and 35). It was recognized that the measurement points in Santa Cruz did not duplicate the relationship of adjacent uses in San Diego. Accurate measurements could not be obtained along the long axis of the Santa Cruz Giant Dipper because of the presence of other amusement rides (discussed on page 29 in the EIR).



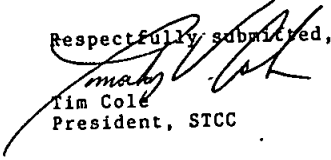
- 30 I should mention that the noise impact would not be a new impact. As mentioned in the report, the Giant Dipper operated for over 51 years. Most of the residents in Mission Beach moved there while the "noisy" coaster and an even noisier amusement park was in operation!

In response to traffic. People I have talked to, as well as myself, agree that it is in fact the Plunge that generates more "new trips" to the beach than the coaster would. It would be unlikely that people would come to swim in the ocean and then the plunge. It seems more likely that people who are already visiting the beach would take a few rides on the coaster. I haven't heard anyone complain about the Plunge reopening!

As far as parking goes, the City has assigned the parking in the Belmont Park area to the shopping center. For them to deny the coasters operation because it will, only in a small fraction, add to what they've already allowed would be ludicrous.

Perhaps a program in which the shopping center and coaster could help ease the traffic situation could be studied.
(eg: Ride the shuttle to the beach and receive dated coupons for discounts in participating Belmont Park stores, or maybe a free ride on the coaster!)

Respectfully submitted,


Tim Cole
President, STCC

RESPONSES

- 30 Remaining comments do not relate to the adequacy of the EIR and do not require a response.

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NOV 02 1988

ENVIRONMENTAL QUALITY
DIVISION

MIKE CHEW
334-30TH AVE.
SAN FRANCISCO, CA
94121

OCT. 31, 1988

ENVIRONMENTAL QUALITY DIVISION
CITY OF SAN DIEGO
1010 SECOND AVE., SUITE 600
SAN DIEGO, CA. 92101

DEAR SIR:

I HAVE VERY RECENTLY
SEEN THE DRAFT EIR ON
THE SAN DIEGO ROLLER GASTER.
BEING ON THE ROAD AT THIS
CURRENT MOMENT, I AM
FORCED TO HAND WRITE THIS
COMMUNICATION TO YOU. I
HOPE YOU WILL CONSIDER
WHAT I HAVE TO SAY.

I HAVE A GREAT INTEREST IN THIS PROJECT AS I AM A PATRON RIDER OF ROLLER COASTERS. I HAVE DONATED A GOODLY SUM OF MONEY TOWARD THE RESTORATION OF YOUR GIANT DIPPER. I HAVE VISITED THE SITE ON NUMEROUS OCCASIONS & HAVE PERSONALLY EXPERIENCED THE TRAFFIC CONGESTION AND WATCHED IT FROM THE NEARBY JACK-IN-THE-BOX & COASTER SALOON.

- 31 AT THIS PRESENT TIME, ONLY 18 LARGE WOODEN COASTERS ARE CURRENTLY STILL OPERATIONAL IN THIS COUNTRY FROM THE ^{1920's & 1930's} ~~1920's~~.
(PLEASE CORRECT YOUR ENTRY ON PAGE 10, SECTION IIA, FIRST PARAGRAPH). YOUR QUOTED NUMBER OF 30 WAS ACCURATE IN 1982 BUT NO LONGER.

- 31 The text of the final EIR (page 10) has been revised.

OF THOSE 18 NONE IS MORE ARCHITECTURALLY IMPRESSIVE OR BETTER SUITED TO REPRESENT THE INCREDIBLE ACHIEVEMENTS THE GREAT COASTER DESIGNERS REACHED FOR IN THE 20'S THAN THE SAN DIEGO RIDE. FOR THIS REASON, I WOULD LIKE TO SEE THE COASTER RESTORED & MADE OPERATIONAL. TO DO OTHERWISE WOULD BE A WASTE.

WE ARE FORTUNATE THE SAN DIEGO COASTER IS LOCATED IN AN AREA OF EXTENSIVE PUBLIC RECREATIONAL USE. PROPERLY OPERATED (AFTER RESTORATION) IT SHOULD PAY FOR ITSELF & WILL NOT COST THE CITY TAX-PAYERS A CENT FOR UPKEEP. I BELIEVE THE VAST MAJORITY OF PATRONAGE WILL COME FROM PEOPLE ALREADY USING THE BEACH AREA FACILITIES.

32

I DO NOT BELIEVE THE COASTER WILL SIGNIFICANTLY IMPACT PARKING TO THE EXTENT THE REPORT SUGGESTS. PERSONS ONLY WISHING TO RIDE THE COASTER WILL COME INTO THE AREA, RIDE IT, AND LEAVE. YOU WILL GET GOOD TRAFFIC FLOW SIMILAR TO THAT OF SHOPPERS AT SAFEWAY. THEY COME, THEY BUY THEIR GROCERIES, THEY LEAVE. YOUR CURRENT TRAFFIC CONGESTION RESULTS FROM AREA PATRONS WHO COME... AND STAY FOR HOURS AND HOURS.

MOVING THE COASTER TO ANOTHER SITE IS A FINANCIALLY EXPENSIVE FEAT & A PROBABLE FINANCIAL LIABILITY. I DON'T BELIEVE THE SAN DIEGO COASTER CAN BE A VIABLE PROPOSITION OPERATED ELSEWHERE. WHERE IT SITS NOW, THERE ARE YOUNG PEOPLE AND AN ATMOSPHERE OF PLAY - PRIME INGREDIENT ABSOLUTELY ESSENTIAL FOR THIS TYPE OF PROPOSITION. NOT EVEN THE SANTA CRUZ DIPPER COULD SURVIVE WITHOUT THE BEACH AS ITS MAGNETIC DRAWING CARD. THE BEACH CROWD IS THE CORRECT

32 The number of trips generated strictly by roller coaster fans is expected to be smaller than the worst-case estimate in the EIR (page 17).

KIND OF PAYING AUDIENCE THAT WOULD SUPPORT A ROLLER COASTER. THEY WILL SUPPORT THE RIDE BECAUSE IT IS THERE WHERE THEY ARE. THEY WON'T GO ELSEWHERE TO PATRONIZE A RE-LOCATED COASTER. ANYONE WHO THINKS RELOCATING THE MISSION BEACH COASTER ELSEWHERE WILL ALLEVIATE AREA TRAFFIC BY ITSELF IS A FOOL!

AS WE HAVE SEEN, THE COASTER WILL NOT BE RESTORED FULLY UNLESS A PRIVATE OPERATOR IS ALLOWED OPERATING PRIVILEGE.

THE MOST SERIOUS PROBLEM IS ONE OF NOISE. I AM NOT CONVINCED THE EIR CONCLUSIONS WILL GIVE A PRECISE INDICATION OF SOUND LEVELS ON THE SAN DIEGO RIDE.

33

THE SANTA CRUZ DIPPER IS BUILT ON PILING ON A MOUND ABOVE THE BEACH. IT SEEMS TO ME IT TOWERS OVER THE SURROUNDING NEIGHBORHOOD MUCH MORE THAN THE SAN DIEGO RIDE. THERE ARE LESS OBSTRUCTIONS TO ABSORB SOUND ALONG THE LINEAR LENGTH OF THE SANTA CRUZ RIDE. THE SAN DIEGO RIDE IS SHORTER IN HEIGHT & LENGTH & IS BUILT WITH MORE OF IT CLOSER TO THE GROUND. IT CAN PROBABLY BE SAID THE RIDE WILL NOT BE AS NOISY TO THE ENVIRONMENT AS STATED IN THE EIR WHICH FAILED TO TAKE THESE FACTORS IN CONSIDERATION. ALSO, I DON'T CONSIDER THE SOUND OF LAUGHING CHILDREN ON A ROLLER COASTER AS NOISE!

33 In fact, the exterior walls along the Santa Cruz Giant Dipper provide a minor reduction in noise levels immediately adjacent to the ride, which is less pronounced at a greater distance (discussed on page 33 of the EIR). Other differences can be noted in the two designs--the Santa Cruz Giant Dipper is essentially linear, while the San Diego one has a pronounced offset. These differences are not sufficient to lead to any significant changes in the data or conclusions in the noise discussion.

Other comments in this letter do not concern the adequacy of the EIR and do not require a response.

BY MY WAY OF THINKING, I
STRONGLY BELIEVE OPERATING THE
SAN DIEGO COASTER ON ITS CURRENT
SITE IS THE ONLY FINANCIALLY VIABLE
WAY TO DEAL WITH ITS EXISTENCE.
MOVING THE COASTER ELSEWHERE
WOULD DESTROY ITS DESIGNATION AS ~~AN~~
A HISTORIC LANDMARK & WOULD
LIKELY BE A BURDEN FOR THE
CITY'S TAXPAYERS.

SINCERELY,

Mike Ch
COASTER PATRON

CITY OF SAN DIEGO
MEMORANDUM

RESPONSES

FILE NO.:

DATE : November 3, 1988

TO : Karen Ruggels, Senior Planner, EQD

FROM : *RB* Ron Buckley, Senior Planner, Urban Conservation

SUBJECT: BELMONT PARK GIANT DIPPER ROLLERCOASTER EIR

34 I have reviewed the EIR for the proposed operation of the rollercoaster and have found the information included to be accurate as it relates to the roller coaster. However, I am concerned that the impacts attributed to traffic circulation and parking are, as stated in the EIR, worst case estimates that the environmental consultants apparently also have reservations about.

35 It would seem more appropriate that the EIR take the position expressed in the first paragraph in the Impacts section on page 17. In fact, the only problem with that paragraph is that its last sentence does not relate to the discussion which precedes it. Nowhere is a rationale for using a worst case analysis stated or substantiated. Would a less than worst case analysis still result in a significant cumulative impact? What is the threshold?

34 The EIR has been revised to explain the worst-case nature of the traffic and parking discussions in more detail. The conclusions of the EIR, which are prepared by the city's Environmental Quality Division, are unaffected by these revisions.

35 The EIR is clear in concluding that the identified impacts are cumulative in nature--they occur from the broader pattern of land uses--and the project would contribute an additional increment to them. The significance of the impacts is related to the fact that levels of service at roadway intersections are below "C," parking demand exceeds the supply, and noise levels exceed applicable standards (65 dBA CNEL for residential areas, and the one hour average limits noted on page 25 of the EIR).

JOHN M. TROWBRIDGE
860 Isthmus Court
San Diego, CA 92109

CITY PLANNING DEPT.

UCI 13 1988

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NOV 04 1988

ENVIRONMENTAL QUALITY
DIVISION

RESPONSES

October 11, 1988

City Planning Commission
202 "C" Street
San Diego, CA 92101

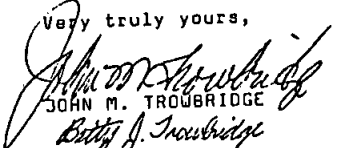
To All Members of the City Planning Commission:

36

The article in the San Diego Union on October 7, 1988 releasing your draft environmental impact report, confirmed our worst fears as to the effect of operating the Roller Coaster at Belmont Park on the surrounding area. The study reported by the Union pointed to the problems we have been dreading - serious traffic and noise increases over and above the almost intolerable levels we now have.

As residents of Mission Beach within two blocks of the Roller Coaster, we ask that you take pity on us and other residents who live in its shadow and strongly urge the City Council to vote against any attempt to start it up. Thank you.

Very truly yours,


JOHN M. TROWBRIDGE


BETTY J. TROWBRIDGE

36 This letter does not address the adequacy of the EIR, which concluded that noise and cumulative traffic impacts would be significant.

Fran Abelman
825 Isthmus Ct.
San Diego, CA 92109
Oct. 25, 1988

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NOV 23 1988

ENVIRONMENTAL QUALITY

RESPONSES

Environmental report Committee
Mayor, City Councilpersons,
City Manager

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NOV 29 1988

RECON

Re: Roller Coaster at Belmont Park

Dear friends:

I would like to repeat my opposition to the operation of the Roller Coaster at Belmont Park which I made to council members in September of 1987. The noise levels in my home would be excessive, as they were before the roller coaster stopped operating in 1976. I ask that the roller coaster not be made operational.

- 37 I concur with the city's draft environmental report as published in the Evening Tribune on 10-6-88: "the seaside roller coaster would further congest the beach neighborhood's already jammed streets, exacerbate the neighborhood's parking crisis and make a racket." , , , , "Noise--from the cranking of the chain lift which hauls the train to the top of the coaster, to the clickety-clack of the cars and the screams of the riders--is another concern. Because the roller coaster operation would contribute to noise levels which are already considered excessive, and the resulting noise levels would exceed city standards for the nearby residential uses, its impact on noise levels is considered significant."

- 37 This letter concurs with the conclusions in the EIR regarding noise and traffic impacts.

I don't believe we need to encourage more cars to come into Mission Beach until some of the traffic, parking, and noise problems currently facing us, have been resolved.

Sincerely,

Fran Abelman
Fran Abelman
Fran Abelman

*I am in full agreement with the
above letter.*

Marjorie Schwartz
829 Island Ct.

I wish to voice my opposition to the operation of the
roller coaster in Mission Beach at Belmont Park.

Jo Ann Stone
808 Ocean Crest
San Diego, 92109
10/27/88

Barbara Lorry
864 Thomas
S.D. 92109
10-27-88

Anna White
3726 1/2 Ingraham St.
San Diego, Ca. 92109/10/27/88

Marion Neckerason
5247 La Jolla Hermosa
La Jolla, Ca. 92037 10/27/88

Phyllis J. Tort
1812 Pac. Pal. Dr.
S.D. Calif. 92109

Eva Koffler

Jae Koffler

Edith Hughes
2569 Loring St.
10-27-88

CITY PLANNING DEPT.

NOV 2 1988

RESPONSES

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NOV 15 1988

ENVIRONMENTAL QUALITY
DEPARTMENT

Planning Commission

Dear Sirs:

I read in the San Diego Union that you wanted public comment on the reopening of the roller coaster at Mission Beach.

PLEASE DON'T

Those of us who remember when it was operational also remember the noise.

San Diego has a limited amount of beach accessible to those of us who live inland and must drive over to swim. Parking already is a problem and will be accerbated by the restaurant and shops built there last summer. We are a beach town at heart as can be seen by the people who crowd the sands every summer week-end.

Perhaps the roller coaster could be rebuilt in a less congested area where it would not disturb residents with its noise.

Mr. and Mrs. Paul Markel and family

Helen Markel
4641 Massachusetts St.
S. D. 92116

- 38 This letter does not address the adequacy of the EIR, which concluded that noise and cumulative traffic impacts were significant. The EIR also addressed a different location as a project alternative.

**LETTERS WHICH SUPPORT THE PROJECT
BUT DO NOT ADDRESS THE ADEQUACY OF THE EIR**

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NOV 02 1988

November 1, 1988

ENVIRONMENTAL QUALITY
DIVISION

Environmental Quality Division
1010 Second Ave., Suite 600
San Diego, Ca. 92101

Re: Draft EIR-EQD-0621-Belmont Park Giant Dipper Roller Coaster
Gentlemen:

I find the conclusions in the EIR well documented. The findings in the EIR are accurate relative to parking, traffic, noise, and amusement. These along with conflict with residential interests have increased as the Mission Beach sand strip has become more densely populated. It will increase in complexity as the City-wide demand for beach access accelerates.

Records will show that the Historical Site Board originally attached the historical category at the request of the lessee and against the recommendation of the City Manager. However, since then the City Council has cooperated with the Save the Coaster Committee in its attempt to preserve the structure. The idea of operating the coaster entered the picture at a later date. If the roller coaster were put into operating capacity now, it should neither create nor add much more chaos than already exists in this highly impacted area.

There will be very little alteration in traffic patterns and parking if the roller coaster is non-operative. (Alternative C)

The concept of a parking garage keeps entering the picture. Such a facility is a desecration of dedicated park land. This type of commercial enterprise should be built on private land and operated by private enterprise. The original proposal by Belmont Park Associates for a parking garage on the northwest corner of their lease area (adjacent to the ocean frontage) should never be permitted. I would hope the people of San Diego will invoke by legal methods if necessary to prevent such an occurrence. Nor should a parking garage be built in Mission Bay Park, as an excuse to service this area. Traffic problems, parking, and/or putting the roller coaster into operation should not be the incentive to reopen the discussion.

These are my recommendations and comments:

1. I suggest approval of the promotional plans to operate the roller coaster providing the City is protected against any expense involved and protected against future litigation.
2. The roller coaster should not be moved (Alternative B) to another site, unless the alternative is the Del Mar Fairgrounds where it could be coordinated with a Water Slide. I object in strongest terms to relocation to the site suggested (or any site) in Mission Bay Park. (Alternative B)

3. Under Alternative C - should the roller coaster become non-operational, it should be allowed to remain as a historical monument as long as it is kept in good condition.
4. At such time in the future the roller coaster becomes a financial burden to the Lessees, the roller coaster should be dismantled and the City-owned Park land on which it rests restored to passive Park. There should be no lease of this site for more commercial development.
5. The City lease with the Save the Coaster Committee, a non-profit organization, should be non-transferable and should become null and void at such time the lessee releases its interest.
6. The City should specify in the lease that at no time in the future are the premises (the structure or the park land involved) to be used for commercial advertising.

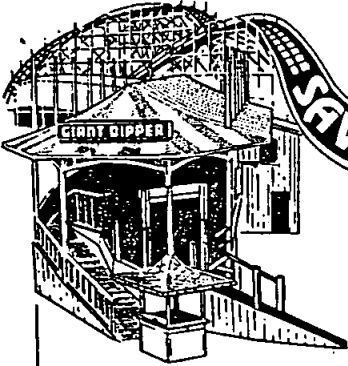
This reply to the EIR no doubt goes further than just addressing the accuracy of the EIR, but the sensitive nature of the subject has made it necessary to project into the future on the alternatives.

Sincerely,



Carmelita Swarts

Address:
1814 Malden St.
San Diego 92109
Ph: 273-8649



SAVE The COASTER Committee

A non-profit corporation dedicated to the preservation
of the Mission Beach Rollercoaster.
Volunteers are solicited.

October 10, 1988

Mr. David A. Potter, Deputy Director
City Planning Department
City of San Diego
Environmental Quality Division
1010 Second Avenue, Suite 600
San Diego, CA 92101

RECEIVED

NOV 02 1988

ENVIRONMENTAL QUALITY
DIVISION

Re: EQD No. 88-0621/Belmont Park Giant Dipper Rollercoaster
properly named the Mission Beach Rollercoaster

Dear Mr. Potter:

As the owners of the object your report addresses, this letter is our official commentary. And, we request that this letter be attached, unexpurgated, to all reports hereinafter issued by the City; the purpose of this request is to elicit the reasons for making, some two years ago, the original request to operate our charge, the Coaster. We've had, as you know, possession of the Coaster for the past seven years and have developed a prospective like no one else.

There are two reasons for our request to operate the Coaster:

1. "..... operation will allow preservation in perpetuity; it would be the zenith of the Coaster's restoration"
2. The Coaster is a regional recreational and educational resource which we believe should be made available to the public.

We've proposed to add to the public's recreational opportunities where the trend in public recreational opportunities has been dwindling recently, i.e. loss of open space and park lands to private and commercial uses and the loss of facilities like the many drive-in theaters locally.

Regarding the environmental study at hand, public recreation is often a mitigant for environmental damage rather than the object of a study. We see operation of the Coaster as enhancing the region's environmental quality. It must be noted that the plan at hand proposes the preservation of this Local as well as National Landmark without the use of any City Money; there is even a bonus: A museum for the Coaster and local history.

MAILING ADDRESS: c/o NORM STARR • 1717 FIFTH AVENUE • SAN DIEGO • CA • 92101
SITE ADDRESS: 3190 MISSION BLVD. • MISSION BEACH • CALIFORNIA • 92109

THE RESTORATION OF PURE FUN. There are still a great many of us around who remember the rides we had on this very Coaster, and the excitement!! There are a great many wonderful coaster experience stories, it's interesting to just ask around and listen. The opportunity for those moments of pleasure -- the good clean fun that we have enjoyed has been lost for nearly a generation and we want to bring it back.

REGARDING NOISE. At a distance (not as far as across the street) the Coaster noise is measured today at 70 to 73 db; it is estimated that with the Coaster operating the noise level would increase to 74 to 77 db. The standard acceptable level is 65 db. The only buildings which would then experience noise in excess of the 65 db. standard are Roberto's, Tee Shirt Boutique, Macaroni's Sub Sandwiches, Harry's Market, Coaster Saloon and the few residents that live above those commercial stores. The noise impact is very small.

REGARDING TRAFFIC. The historical perspective is that Mission Beach was designed as a "..... planned resort community with convenient public transportation" -- a trolley system that didn't have to wait in traffic with the cars. Since the transit system was dismantled, no alternative replacement has been introduced. This is the source of the traffic and parking problem in Mission Beach. According to the research in this environmental study, the Coaster's maximum impact on the "scale of things" is, in comparison to the impact of the employees of the Belmont Park project, roughly equal. And that impact is reduced by at least half because "most of the patronage would consist of persons already at the beach who would be in the vicinity regardless of the operation of the roller coaster."

RESPONSE TO THE ALTERNATIVES

ALTERNATIVE A: NO PROJECT. This is a suggestion to lock the fence and never touch the Coaster again. Ostensibly the structure would eventually "return to the dust". None of us are likely to live long enough to see that happen. Over 3/4 of the lumber (the best douglass fir of the 1920's, which today is long extinct) is in excellent condition and has stood for over 60 years, and we've put on a large quantity of a 40 year wood preservative. As a practical matter, this alternative falls far short of all our goals and, as your report states, "..... this alternative is worse than the proposed project."

ALTERNATIVE B: ALTERNATE LOCATION. As a practical matter, a move would add on the order of 2 million dollars to the renovation cost; the total investment required would be three times the capital proposed to be invested. And that amount of required capital would require roughly three times the gross income to produce the same return on investment. Three times the income is an "impossible dream". Then add the uncertainty of replanning that portion of Mission Bay for areas that now specifically either prohibit or discourage this type of use. Furthermore, so immense is the damage to the historical value, including loss of landmark status and refunding state grant monies already funded, it would be, for us, a fight to the death. This is not a good alternative.

David A. Potter
Re: EQD No. 88-0621

October 10, 1988
Page 3

ALTERNATIVE C: RESTORATION WITHOUT OPERATION. This is about what you see today. Those items lacking are all related to the rolling stock and its machinery (cars, motor, chain, track bed, etc.) which are either out of sight, cosmetically restored or cosmetically restorable. Funds for further restoration would have to wait for specific Historic restoration grants. And that one feature which makes this restoration unlike other historic restorations: It's capability to earn enough money to pay for its own restoration would be lost as would the opportunity for the public to once again enjoy the thrills of the Giant Dipper.

ALTERNATIVE D: HOURS OF OPERATION. The report states ".... the advantages would be small" and the economic loss could be fatal to the project.

ALTERNATIVE E: ALTERNATE RESTORATION PLANS. This is a discussion of reducing noise by modifying some features of the Coaster. There have been discussions of some historically consistent techniques. Parking and traffic impacts would not be aided by anything in this alternative.

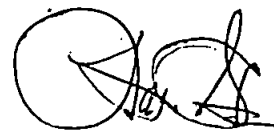
In conclusion, we urge the decision makers to find the:

"..... project alternatives are infeasible and the overall project is acceptable"

We believe it's time to "put the roll back in the Coaster" and bring back some good clean fun for a lot of our city's residents and visitors.

Yours truly,

Save the Coaster Committee, Inc.

A handwritten signature in dark ink, appearing to read 'Norman Starr', is written over a circular stamp or seal.

Norman Starr
President



Save Our Heritage Organisation

October 24, 1988

David A. Potter
Deputy Director, City Planning Dept.
202 C St.
San Diego, CA 92101

RECEIVED

NOV 01 1988

ENVIRONMENTAL QUALITY
DIVISION

Re: EQD No. 88-0621; Giant Dipper Rollercoaster

Dear Mr. Potter:

Save Our Heritage Organisation is dedicated to the preservation of historically, culturally, and architecturally significant aspects of San Diego's communities.

SOHO strongly supports the rehabilitation, maintenance, and operation of the Giant Dipper Rollercoaster at its original site. The Giant Dipper is City Historic Site Number 90 and is listed in the National Register of Historic Places. The benefits far outweigh the possible negative impacts of the implementation of the proposed lease agreement.

SOHO understands that the EIR addresses the worst case scenario, and recognizes as does the Environmental Quality Division, that it is very difficult to evaluate the marginal increase in traffic, parking, and noise problems which will be incurred when the Giant Dipper is operational. We want to emphasize that the Dipper was located and operational in Mission Beach long before most of the other businesses which contribute to the congestion problems. We also want to emphasize that San Diego will have many opportunities to alleviate these problems in the next fifty years. When traffic flows smoothly and parking is no longer a problem, it is important that the Giant Dipper is on site.

The City should proceed with the Lease to San Diego Seaside Company in spite of possible marginal increases in traffic, parking, and noise problems because:

1. Project alternatives are not acceptable.

Alternative A: SOHO concurs with the report's conclusion that this alternative would lead to the ultimate destruction of the resource. Demolition by neglect is unacceptable to the citizens of San Diego who have so effectively supported the preservation of the Giant Dipper. The City Council has been strongly censured for its actions which resulted in the destruction of the Mission Beach Plunge, and it would be outrageous for the City Council to proceed with any action which would lead to the complete destruction of the historic integrity of this nationally recognized site.

Alternative B: SOHO adamantly objects to the suggestion that the Giant Dipper be relocated. It is important that historic structures be maintained on site and in their original neighborhood context, as so well stated by the report.

Alternative C: The Giant Dipper was designed as an amusement, and the only valid restoration provides for its operation. In addition, SOHO recognizes that historic preservation must be economically attractive to be successful. There simply are no funds to rehabilitate the Giant Dipper as a static public sculpture.

Alternative D: The advantages with respect to noise abatement would be too small, compared to the detrimental effect on the Giant Dipper's accessibility to the public, and the concurrent negative economic impact on the operator.

Alternative E: The advantages with respect to noise abatement would be too modest to compromise the integrity of the historic restoration of the Giant Dipper.

2. The overall project is acceptable despite possible negative impacts because of the overriding considerations of the benefits which will be enjoyed by both San Diego residents and visitors. These public benefits include:
 - A. The prestige and civic pride of making possible the operation of one of the few remaining wooden roller coasters and one which is in the National Register of Historic Places.
 - B. Tangible evidence of the innovative amusement park which was developed by a prominent local entrepreneur to attract residents and visitors to Mission Beach.
 - C. Tangible evidence of a recreational mode which was enjoyed for many generations in San Diego.
 - D. Tangible evidence of our City's and our Community's respect for the past.

Save Our Heritage Organisation urges the City Council to proceed with the restoration, maintenance, and operation plans for the Giant Dipper.

Yours truly,



Robin Webster
President

Carol Valler
Deputy Director
City Planning Dept.

RECEIVED

NOV 01 1988

ENVIRONMENTAL QUALITY
DIVISION

Mr. Potter,
What is it going to take to have
the Roller Coaster in Mission Beach operating
again?

I have not spoken to 1 person who
also not want to see this ride working
again!

It is part of San Diego's history and
I for one want to lend my support
to see that this Coaster is operational
again.

Please don't let the City drag its
feet on this issue!

Let's rebuild it, and ride it
together!

Kindly,
Robert M. Wilson
Oct 27, 1988

October 26, 1988

RECEIVED

NOV 01 1988

ENVIRONMENTAL QUALITY
DIVISION

David Potter
City Planning Department
City of San Diego
Environment Quality Division
1010 Second Ave Suite 600
San Diego, California 92101

Dear Mr. Potter:

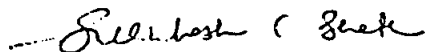
Please accept this letter from someone very concerned about the study you did recently regarding the Mission Beach Roller Coaster. My entire family and numerous friends are awaiting the time that our Roller Coaster will once again come alive and bring revenue and great joy to the city of San Diego.

An operational Roller Coaster will bring liveliness, excitement, many happy memories, as well as monies to our great city.

Although there would bring a little more noise to the area, the total picture would be a cleaner, happy, entertaining, type of environment.

I look forward to a restored and functional Roller Coaster in the very near future.

Very truly yours,


Subhash C. Sheth

Mr. Potter,

I am writing this letter in regards
to the rollercoaster in Belmont Park.

RECEIVED

NOV 01 1988

ENVIRONMENTAL QUALITY
DIVISION

As well as many others, I am hoping
to see it restored + functioning soon!
It would bring such excitement to the
area!

Regarding the noise — the only noise
would be laughter + excitement!

Please give us the opportunity to enjoy
our city to the fullest extent as well
as to bring revenues to the city!

Sincerely,

Peter Ferri
(San Diego Resident)

RECEIVED

NOV 01 1988

ENVIRONMENTAL QUALITY
DIVISION

October 27, 1988

David Potter
Deputy Director
City Planning Department
City of San Diego
Environment Quality Division
1010 Second Ave Suite 600
San Diego, Ca 92101

Dear Mr. Potter;

This letter is regarding the Mission Beach Roller Coaster. It hasn't been operating for some time now, and would bring much joy to the City of San Diego if it were.

Pertaining to the noise situation, much of the noise in the area would be the laughing and thrills of everyone enjoying the ride and the area itself.

Hopefully, the Roller Coaster will be operable and once again bring excitement to the community.

The Roller Coaster is a city landmark.....
but what a waste just to look at it when we can really enjoy it!

Sincerely,

Herb Leane

RECEIVED

NOV 01 1988

ENVIRONMENTAL QUALITY
TRACON

10/31/88

Mr. Patten,

I am writing to you
concerning the roller coaster
I am a native San Diegoan who
was never tall enough to
ride the roller coaster when
it was running. Now I have
a chance to rekindle my
childhood memories. I would
love to see the roller coaster
back in action once again

Thank You

Hally Brown

OCT 28 1988

ENVIRONMENTAL QUALITY
DIVISION

10/26/88

Dear Mr. Potter,

I have been a resident of San Diego for 32 of my 33 years.

My letter to you is regarding the matter of the Mission Beach roller coaster. — Quite frankly I can't believe what I'm hearing — some of this negativity is ridiculous!

I feel that the "Coaster" running again, would bring back the charm that Mission Beach lost since the closure of the park many years ago.

I would love to bring my children down to the beach again — to enjoy riding it together as I did with my parents when I was a child.

Parking there in the summertime has been a problem for decades — so what's the revelation? Let's get it going so that

We residents can also enjoy the coast
during the winter months - when a lot of
the tourists have gone home. Let's keep
our local tax dollars in "Our" city
rather than sending it - and spending
it up north at Magic Mountain or
Disneyland, that is the only alternative
that San Diegians have if we want
an amusement type ride.

Please do what you can to help
get this before the city council, so
that we can ride the "Big Dipper"
again this summer - 1989!

Thank you,

Ley Krasnowski

1585 Sunset Cliffs
San Diego, CA 92107

Jon K. Ladd
7163 Camino Degrazia
San Diego, California 92111

October 25, 1988

RECEIVED

OCT 28 1988

ENVIRONMENTAL QUALITY
DIVISION

City of San Diego
Office of the Environmental Quality Division
Executive Complex
1010 Second Avenue #600
San Diego, Ca 92101

RE: Belmont Park Giant Dipper Roller Coaster

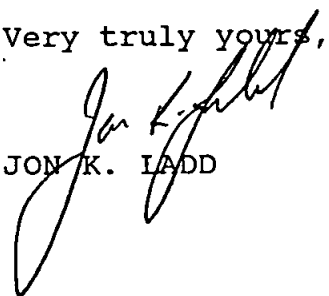
Dear Gentlemen:

I have read the draft Environmental Impact Report prepared by the City of San Diego Environmental Quality Division and I have watched the redevelopment of Belmont Park closely during the last couple of months.

Please allow me to urge you to support restoration and operation of the rollercoaster during appropriate hours or, at the very least, restoration of the rollercoaster in its current location. I am absolutely opposed to moving the rollercoaster as it would significantly diminish its historical features.

Restoration and operation of the rollercoaster is, of course, a critical component to the success of Belmont Park. It is in the best interest of all citizens of San Diego, and not just the developer, that the Belmont Park project be successful. Failure to either restore the rollercoaster and operate it or changing its location, would be a significant detriment to Belmont Park and the Mission Beach area. Therefore, I urge you to support restoration and operation of the roller coaster and to resist moving the roller coaster to another location.

Very truly yours,


JON K. LADD

JKL:kj
cc: Rob Roof

Jon K. Ladd
7163 Camino Degrazia
San Diego, California 92111

October 25, 1988

RECEIVED
NOV 07 1988
ENVIRONMENTAL QUALITY
DIVISION

City of San Diego
Office of the Environmental Quality Division
Executive Complex
1010 Second Avenue #600
San Diego, Ca 92101

RE: Belmont Park Giant Dipper Roller Coaster

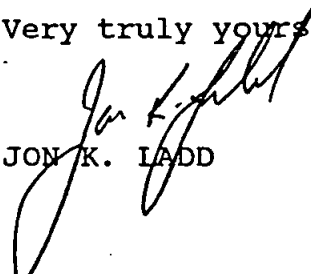
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Very truly yours,


JON K. LADD

JKL:kj
cc: Rob Roof



City of San Diego
Planning Department
Environmental Quality Division
1010 Second Avenue, Suite 600
San Diego, CA 92101

Dear Sir or Madam:

The Mission Beach (Belmont Park) Giant Dipper roller coaster was a world-class ride in its heyday. The unprecedented efforts to return it to its glory have deservedly brought world-wide attention and recognition to the City of San Diego.

The American Coaster Enthusiasts, a worldwide non-profit organization dedicated to the enjoyment, appreciation, and preservation of the roller coaster, strongly urges that the Mission Beach Giant Dipper be completely restored, maintained, and allowed full operation at its current historically significant location.

To be truly preserved, a roller coaster must operate -- in order to provide the fun, excitement, and child-like joy it was meant to. A silent roller coaster is just an empty shell, functionless, robbed of its true purpose and spirit.

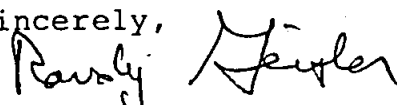
To be historically preserved, the Mission Beach Giant Dipper should remain just that -- at Mission Beach. The roller coaster is a San Diego nationally-acknowledged landmark, at its current site. All the money, sweat, support of thousands, hard-won grants, and historical designations have worked towards keeping the roller coaster right where it is. The Giant Dipper doesn't belong anywhere else.

Our organization's membership of 1,800 have been following the preservation efforts on behalf of this classic, vintage, magnificent roller coaster since the unique grass-roots project to save it began. We are very excited that the project's goals may be met, and grateful for the City of San Diego's efforts on behalf of this worthwhile concern.

So much has already been achieved. We strongly support all decisions necessary to enable the Mission Beach Giant Dipper to run again.

Thank you.

Sincerely,


Randy Geisler
President

American Coaster Enthusiasts
455 Dayton #102, St. Paul, MN 55102

E. Alternate Restoration Plans

Altering the historical structure of the Giant Dipper would run afoul of the coaster's historical landmark status and do little to cut down noise. I believe that quality restoration, maintenance, and operation are the keys to keeping the potential noise level down.

I believe that the Belmont Park Giant Dipper Rollercoaster EIR is complete in its findings. I wholeheartedly support the restoration of the rollercoaster on its present site by the San Diego Seaside Company.

Sincerely,

Terry D. Salmans

Terry D. Salmans
1750 Cedar Glenn Dr. #D
Anaheim, CA 92807

DAVID POTTER
City planning Department

RECEIVED

Mr. Potter;

NOV 03 1988

ENVIRONMENTAL QUALITY
DIVISION

I am writing to you concerning the roller coaster at Mission Beach. I am a resident of Mission Beach and feel if the roller coaster ran it would create a place where people could bring there families and friends and have a good time. Also with all the Rederelopment at the Belmont It should make Mission Beach a cleaner place to visit.

THANK YOU

LISA E. ALEXANDER
721 Santa Barbere
Mission Bch.

David Potter
City Planning Dept.

RECEIVED

Mr. Potter:

NOV 03 1988

ENVIRONMENTAL QUALITY
DIVISION

I am a resident of Mission
Beach. The re-opening of the
roller coaster would make
Mission Beach more profitable,
which would help clean it up.

Thank you,
Gina Reio

David Potter
City Planning Dept.

RECEIVED

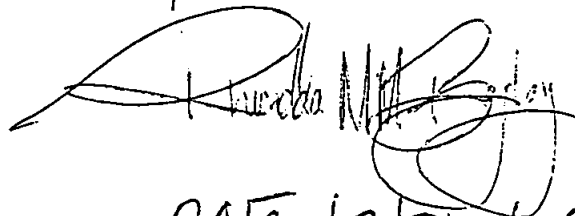
NOV 03 1988

ENVIRONMENTAL QUALITY
DIVISION

Mr Potter:

I am a new resident of Mission Beach and would really like to see the roller coaster at Belmont Park run again. I think it would create more jobs for the students in the area and make the community a better place.

Thank you



845 Island Ct.
Mission Bch.

The following stores have participated
in a petition drive for support of the
Mission Beach Giant Dipper operation.

Yobo's by the Sea
Banzai Beachwear
Blue Chip Cookies
Mrs. Powells Cinnamon Rolls
Shades of California
60 Minute Max Photo
Soap Opera
Emerald City Surf Shop
FASINATION

Special thanks to Dave and Mona, owners
of Yobo's.

This petition is to be submitted to the city planning department of San Diego. Its purpose is to support the operation of the Big Dipper roller coaster at its present site in Belmont Park, Mission Beach. Please sign if you would like to see this coaster running again soon.

Name

Address

Doc Ekland

2909 Cam Merwin La Jolla 92037

Nancy Pratt

8842 Taurus Place, SD 92126

Paul F. Thompson

2172 1/2 Felspar "E" Felspar st. S.D. CA. 92109

John F. Brown

2172 1/2 E Felspar st. SD. CALIF 92109

Dwain Holland

1713 Grand Ave SD CAL. 92109

Ron Reagan

1600 PENN. AVE, WASH DC 10701
Whitlase

Jacquie Vinaccia

6312 Caminito Linsito SD 92111

Sally La Serna

1536 Monrovia Dr #8 SD 92109

Michaela Wright

5963 San Dimas Ave #216 SD 92111

Michelle Cruz

4662 Huggins way SD 92122

Tobatta Amberson

2727 La Jolla Rd SD 92109

Paul Della

2990 Mission Bld SD 92109

Ron Burr

5275 Vickie Dr. S.D. CA. 92109

Jeanine Marranka

5677 Montezuma #H SD

Norman McClain

1509 E Washington EC. 92019

Philly House

3003 Barnard #4 SD 92110.

BILL FOGGEMAN

956 WILBUR AVE

Tom Ramsey

SAN DIEGO CA 92109

Ellen Doner

9464 Miguel Vista Pl SD CA 92114

Bill Curren

711 ISLAND #4 S.D. CA 92109

Linda Reynolds

2610 Figueroa SD 92109

Her Van Hamlin

Way over on East Coast

Linda Battistini

Philadelphia, Pa!

This petition is to be submitted to the city planning department, of San Diego. It's purpose is to support the operation of the Big Dipper roller coaster at its present site in Belmont Park, Mission Beach. Please sign if you would like to see this coaster running again soon.

Name

Address

Nancy McLaughlin

11010 FUERTE DR

E C McLaughlin

" "

Jessie J. Huel

1488 D GUSTAVO ST. EL CAJON, CA 92019

Mark H. Donahue

5995 Dandridge Ln. #131 92115

Susan Wallace

3823 Camino Lindo, San Diego CA 92122

Ellen Smith

8304 Via Sonoma #991a J.L. (A 92037)

Anthony Michael

4293 Altamare

David B. Casy

P.O. Box 3838 Drexel Santa Fe, Ct 92015

OT Cement

3717 Nobel Dr S.D.

Shirley Alcega

3031 Oliphant S.D. Ca. 92106

Barbara Whaley

3919 Alicia Dr, San Diego CA 92107

Justin R. Botta

1259 OLIVER Ave San Diego 92109

Jimmy L. Smith

2271 Via Media San Diego 92037

Sam Schardt

8432-58 Via Sonoma La Jolla 92037

David H. Drewson

3611 HERMAN AVE, SAN DIEGO 92104

Lucio Russell

3407 Mississippi St. San Diego 92116

Mark A. Schurr

3611 HERMAN AVE. SAN DIEGO 92104

Stephen Cahill

2493 Bartel St S.D. 92123

Sandra Brokaw

5733 Lg Blvd Lg 92037

Michael J. Jung

4324 MONTALVO ST 92107 S.D. Ca

J. Brent Bernick

4868 San Joaquin Dr. SD 92108

Daniz Bennett

1500 E Broadway 9213 Temple AZ 8506

Mary Jones

2258 W Grayson Ave Ana CA 92801

Ken D. Black

6930 Benson Ave ID Pa 92114

This petition is to be submitted to the city planning department of San Diego. Its purpose is to support the operation of the Big Dipper roller coaster at its present site in Belmont Park, Mission Beach. Please sign if you would like to see this coaster running again soon.

Name	Address
FRED NASH	3295 C ST SAN DIEGO 92102
Shawn Fenerstein	14756 Carmel Ridge Rd. SD. CA 92128
Rosemary Williams	64 Antigua Cto Bonnadia. CA. 92118
Babette Bowers	2067 Haller St SD CA 92104
John Underwood	4773 Mission Blvd. #6 SD. CA. 92109
Joanna Underwood	4773 MISSION BLVD. #6 SD. CA. 92109
Maki Williams McWilliam	6161 El Cajon Blvd #B-30 SD 92115
Al C. J.	6161 El Cajon Blvd #B-30 SD. 92115.
Paula Parada	2730 Teresa St. SD. CA 92104.
Michael Elwell	Box 1358 MAMMOTH LAKES CA. 93545
Rosalee Elwell	3644 Milliken Ave. L.A. Ca 92122
Marie White	525 E. Chandler Ave. El Cajon 92020
Mindy Brandon	1923 Alameda Ave S.D. CA 92103
James Bernard	2131 B Delmar St SD CA 92109
John S. Lewis	14581 Piedmont Highway City, CA. 92115
Nancy Winton	720 Queenstown Ct. S.D. Ca. 92109
Sam Anderson	720 QUEENSTOWN CT S.D. 92109
Miss M. K. K.	7424 Canton Dr Lemon Grove 92041
John G. G.	3714 BAYVIEW DR. IN. SD. CA 92109
Thomas M. M.	10714 E. 4th St. Tempe, Ariz. Ca 91780
Clara L. L.	6236 Brindley Dr. La Jolla Ca 92037
Jan K. K.	4341 Nautilus St. La Jolla 92037
Kim Johnson	510 E. 30TH ST. apt. B NATIONAL CITY, CA 92050
Bob Leary	4135 Hamilton #8 San Diego CA 92104
Michael McKean	"

This petition is to be submitted to the city planning department of San Diego. Its purpose is to support the operation of the Big Dipper roller coaster at its present site in Belmont Park, Mission Beach. Please sign if you would like to see this coaster running again soon.

Name

Address

Jody Mathews

440 Courtney Arch Vn Beach Va 23452

Claire McClellan

5001 September St. S.D. 92110

Philip R. C.

5001 September St. S.D. 92110

C. ARDRE BORD

12718 Torrey Bluff Dr #151 SD 92130

F. J. Quirico

973 Galloway St. P.P. CA 90012

Margaret M. Myers

3245 Front St. San Diego 92103

Madeline Marini

4332 W. Point Loma Blvd "J" 92107

Linda Mullins

P.O. Box 2327, CARLSBAD, 92008

NALLY 'Mullins

P.O. Box 2327 CARLSBAD 92008

Deborah Bokus

P.O. Box 4753 S.D. CA 92104

Joseph Bokus

P.O. Box 4753 S.D. CA 92104

Katherine Jacobelli

1454 Mendocino Bl. SD CA 92107

Gary Munson

901 Turquoise St. La Jolla, Ca. 92037

Gary Munson

901 TURQUOISE - LA JOLLA - CA 92037

Philip Rosenthal

3838 Bonita Vieja Dr. Bonita, CA. 92002

Steve Medley

813 Balboa Ct S.D. Ca 92109

Diane Garret

6621 Nancy Dr La Mesa CA 92042

Dick Garret

6621 Nancy Dr. La Mesa, CA. 92042

Vera Marie

1571 Sweetwood Blvd S.D. 92106

Richard Schling

Wicken Ave. 3034 S.D. 92122

CORAZA BORAUER

Old Highway 922 S.D. 92111

Jay Ford

1176 Devonshire Dr. 92107

Vicki Ford

1176 Devonshire Dr., S.D. 92107

SAVE THE COASTER!

This petition is to be submitted to the city planning department of San Diego. Its purpose is to support the operation of the Big Dipper roller coaster at its present site in Belmont Park, Mission Beach. Please sign if you would like to see this coaster running again soon.

Signatures!

Name

Address

Juno Price

190-B MISSOURI ST

Sally Rabb

3962 Junell St. T311

Sharon Tully

913 Marlborough Dr SD 92105

Luni Allen

4245 Asher St. #17 SD 92110

Caroline Thibault

718 Cohasset SD 92109

Kinda Dinsak

Homeless High km de galle km

Brandi Freeman

802 Avalon Ct SD CA 92109

Christine Hamann

724 1/2 Venice Ct San Diego Ca 92109

Wendy Goodman

819 Dover Ct. San Diego CA 92109

Sharon Sater

724 1/2 VENICE CT. SAN DIEGO 92109

Name

O. Feldhausen

4021 Lamont St. #7 L.D. 92/09

Becki Raden

3550 Ruffin Rd. #1602 S.D 92111

John Stewart

10335 Thanksgiving Ln. SD 92126

VOGT MAX

157 84 HECTER 18 LAND S.D. 92106

Polkadot Series

3634 Wilbur Av. S.D. 92722

Cesar Colorado

Old Woodbridge 9522 S.B. 92111

Amy P. Escobedo

3028 Minoa Way Sp Ca 92139

Debbie Escobedo

" " " "

This petition is to be submitted to the city planning department of San Diego. Its purpose is to support the operation of the Big Dipper roller coaster at its present site in Belmont Park, Mission Beach. Please sign if you would like to see this coaster running again soon.

Name

Address

K. Durakowski	831 S. Hill St. S.D. 92102
C. Durakowski	938 Island Ct SD 92109
Annette Plun	2802 Palomino Cir La Jolla 92037
Oscar Eusebio	2170-C GARSTON ST. S.D. CA 92111
Michelle Smith	2943 Barnard St. S.D. CA. 92110
Norma Elena Gaudin	905 23rd St. S.D. CA 92102
Elickett Stevens	
Obey Lambert	743 S. Magnolia #31 E.C. 92200
Norman Gray	10450 Magnolia #K-7 Santee 9207
Dave Cook	10605 Aristocrat St.
Dave Cook	10605 Aristocrat St Santee 92071
Alco Lambert	743 S. Magnolia #31 El Cajon Ca. 92022
Michael Cook	10605 Aristocrat St Santee 92071
Louise Shearnette	5262 Marlborough Ave S.D. 92116
Tom Shearnette	5262 Marlborough Dr SD 92116
Patricia Ballack	4057 JEWELL ST S.D. 92109
Jack Pollard	4057 Jewell St S.D. 92109
Al C. Ho	3229 DAVID ST RIVERSIDE CA 92506
Paul N. Rose	Fit ASU S.D. 92147
George Schullenberg	6655 57th Ave. N.E. Seattle Wash. 98115
Ray Kandberg	5870 Grant St Burnaby BC V5B2K4
Sharon Hill	1546 Greenwood Monroe Mich. 48161
Roni Crandall	4826 Mt. Frissell SD CA 92117

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Name

Address

Mark Catman
Deion P. Hoban
Edward Ray
William Seltzer
Ben Burdy
Alfred J. Fungel
Jeff "So-K" Elliott
Joe Reag
Gene Wilson
Michael
Michael

4 RENA LANE RYCONFIELD, NJ 070
4010 POPPY PLACE SAN DIEGO, CA. 92105
1207 Alta Carmel San Diego CA 92129
3217 Mission Blvd 92129
1508 VIA LAS CUMBRES #121
" " " " " "
4510 W San Diego CA 92108
717 1/2 Kingston Ct S.D. CA 92109
2761 Ocean Front SD
2749 Ocean Front Walk. SD
719 Coronado Ct S.D. CA 92109
717 San

This petition is to be submitted to the city planning department of San Diego. It's purpose is to support the operation of the Big Dipper roller coaster at its present site in Belmont Park, Mission Beach. Please sign if you would like to see this coaster running again soon.

Name

Man R. Perlman
Ken Mortensen
2021

Address

536-I Via De La Valle Solana Beach CA 92075
5980 Bob St. La Mesa CA 92041
Calgary, Alberta

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Name

Address

Michele Gastelua

5170 Loma Vista Rd #246 SD 92108

Joe Ingvarson

5552 BERGEN ST SD 92117

Eugene Cho

2469 Sunflower Terrace S.M.

S. Slagle

7067 Whipple Ave S.D. CA 92122

Luthern Macdon

1970 MISSOURI ST. D SD. 92109

Joe Tracy

4261 Swift Ave #16 92104

Joe Tracy

11862 Via Hacienda Rancho S.D. 92106

Joe Tracy

2931 Mission Blvd. Apt. E 92106

Joe Tracy

1522 E Sanborn #1088 Tempe AZ 85282

Paulo Ray Burkholder

4992 TIERRA BAYA Way, San Diego 92115

MARK Zellos

1825 TRIS AVE IMPERIAL BEACH 92154

Earl Lewis

1375 TRIS AVE IMPERIAL BEACH 92154

Malia Ray

Same

Christy Malone

Same

Mike Goodman

5407 Holly Speddy Dr West

Joe Kernick

11610 NORRAN E CAJON 92019

Mike Shadinger

1562 NORRAN AVE EL CAJON

Mike Shadinger

3034 A Village Pin Dr. Ca.

Mike Shadinger

5715 ACASA AVE SAN DIEGO

Sharon Frank

4523 Bancroft St #3 San Diego, CA

GEO WEBB

7795 TYROLAN AD. S.D. CA 92126

Lorris Bow

3850 Haines St. Apt A.

Gernet Sandra

02 Alameda de Roximul Salvador B

Joe Hall II

6516 Barnhurst Dr, S.D., Ca. 92117

Kenneth K. Cho

4350 Bronfield Ave SD 92122

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Name

Address

Denise Holland

1213 Grand Ave, San Diego, Cal. 92109

Colin Cho

4321 Rous ST. SAN DIEGO, CA. 92122

HARRY E. HIRSCH

2636 GRAND AVE SAN DIEGO, CA 92109

John Lawler

2652 Humboldt St #D Pac Beach Ca 92109

Jori Brienza

1213 Grand Ave San Diego, Ca. 92109

JOHN C. MATSON

6522 LA JOLLA BLVD. LA JOLLA CA 92037

Ann Hansen

355 Coast Blvd So. LA Jolla 92037

Ann Hebeck

PO Box 9 Poway CA 92064

Mary Muncy

10364 Russell Rd. La Mesa, CA 92044

Jim Hunt

11646 N. OAK HILLS LA MESA 92144

Eltinger Cock

727 SAN LUIS REY SAN DIEGO, CAL 92109

Chris Richardson

709 Agate #4, PB, CA 92109

Donna Wilkins

709 Agate #4 S.D. CA 92109

Carol Holland

42 Catapaw Cope, Coronado Ca.

Anne Sakmar

5119 Pearce Ave, Lakewood Ca 90712

Jim Grizzell

3619 Lucist Phila, PA 19104

Karen Harnett

4855 70th St #7 S.D 92115

Ron & Leslie Carlson

921 White Ave. Redlands 92373

Sandra Cook

727 SAN LUIS REY, SAN DIEGO, 92109

Thomas C Cook

727 SAN Luis Rey San Diego 92109

Paul Porpychala

71 East Flower St apt 334 Chula Vista, Ca 92011

Elizabeth Brohm

410 Church Ave Chula Vista, CA 92010

Terlene White

10732 Carthage St. SD CA 92120

Louise Pirone

6244 Perique St. S.D. CA 92115

Richard F.

1630 KEBAN GROVE BL CA 92008

Name

Elizabeth A. Wozniak

4160 1/2 ALABAMA ST. S.D. CA. 92104

Lynne Florio

3293 Erie St S.D. Ca. 92117

San Fernando

Rich. Piro

2446 Montclair SD 57206

431. Turner

5190 13, 1 + more st 92/17

Bill Myers

4616 Inoquois Ave S.D. 92117

DAVE Estala

2995 Lowley Way S.D. 92117

Kelly Evan

2686 W. Pt. Loma B/V.D. S.D.

Richard K. Quinn

6505. VISTA DEL MAR 92037

Main Problem

1246 Felsom St Sp CA 92109

Joann Andersen

4910 Milton St. S.D. Ca. 92110

Maxi Bulbul

12848 R. P. (new) So. Lake CA 92041

JOHN NOBLE

191 LAKE VIEW LN. F.C. CA 92021

Keith Giberson

711 Ensenada Ct. S.D., CA 92109

Dear Sirs

6670 ARundel pl. 92117

Henry Lee

11 11 11 11

 11 11

Chi 22 Lomni

4201 Kirkcaldy PR " 92111

Richard Landry

1054 Barona Pl Lakeville 92040

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Name

Address

Dean Meyer	2999 Mission Blvd #203
W.S.S.	2944 Mission Blvd #203
Bridgette Johnson	4079 Euclid A. S.D. Cal
Timothy M. Ward	USS HORNE CG 30
7) (S) L	3379 Ocean Front
R.W. BROWN	13118 BEECHTREE ST. LAKESIDE CA.
Carol Berman	"
Dr. J. J. J.	5135 Arlene PL S.D. CA 92117
Robert Brown	
Michelle Brown	7612 UPLAND S.D. CA 92117
Dr. M. Clark	5894 Bouixity San Diego.
Mano Gido.	3119 HARTON AVE S.D. 92103
Mike Perkins	3620 Kingston St Carlsbad CA 92008
Carol Mergens	3650 S. Granada Spring Valley CA 92077
Margaret	3650 S. Granada CB 92077
Sharon Storm	9436 Lake Canyon Rd San Diego
Ray L. L.	" " " " "
Wally King	3531 EDWARDS S.D. CA 92123
	3516 Mission Blvd
	3540 N. LAKE Blvd
Thomas L. L.	
WILLIAMS	3880 Shasta St C4 S.D. CA 92110
Jim Murphy	1307 Colusa St #12 S.D. 92110
Carol Adams	5104 15th Street S.D. 92115

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Name

Address

FRANK PETERS

3886 KENDALL S.D. CA 92109

Bill Kegerman

956 Wilbur S.D. CA 92109

Rick DIONNE

5824 Ascot St #4 S.D. CA 92115

Russell Ramsey

329 BELVEDERE S.D. CA 92037

Jeff Beckley

3470 Monroe Ave #7 92116

James Pearson

4761 Mansfield Ave. #4 92116

David Johnson

2613 Mission Blvd #3 92109

Deborah P. Cole

" "

Chuck Isom

4284 47th St S.D. 92105

Marge Beckley

3470 Monroe Ave #7 S.D. 92116

Sharon Boland

729 Coronado Ct. SD 92109

Witchlight

710 Island Coast 92109

Mary Gabel

7425 Armstrong Pl. C13 92111

James H. Laurie

1700 Bob Smith #701 BAYTOWN TEXAS 7752

Michelle Rindley

1700 Bob Smith #701 Baytown, Tx. 77520

D.A.D. H.

~~31321~~ 8361 Solomon Ave EL Cajon CA 92021

Cleto H. Mergens

8361 Solomon Ave. El Cajon, CA 92021

Jennifer Mergens

3650 So. Graciosa, Spring Valley 92077

Greene C. Schell

85205 Mt Alifan dr. SD, CA 92111

Alan Myers

658 Summer View Circle Encinites Ca 92024

MICHAEL MITCHINSON

960 SAPPHIRE ST SD CA 92109

MICHAEL MERVIN

960 Sapphire St. SD 92109

Carol Bruno

821 Dover Ct, SD 92109

Michael Sullivan

2606 Hillbridge Ln Spring Valley ca 92078

Opalith Inman

C/O 4836 Marquerita Ln. La Mesa Ca. 92040

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Name

Address

Kathi Taber

5242 Fino Drive. S.D. CA. 92124

John Taber

5242 Fino Dr. S.D. CA 92124

MARK WEBB

2668 Tern Dr. S.D. CA 92123

Jacob BARRET

1220 Alameda Blvd. Cor CA 92118

Tom Lothmann

14284 Sandhill Rd. S.D. CA

Kim Lothmann

3900 Lamaland Point Loma CA

BRIAN SHAFFER

1751 SONORA RD PS CA

HEATHER WILLIAMSON

CB
#3134, ELON COL. NC.

Ross Miller

1751 Sonora Rd Palm Springs Calif

Chris Richards

1841 Brandywine Ave.

Dorothy Cobb

12202 Kingsford Ct GUEL CAJON, CA

Appriette Frey

12885 Montecito Lane. SD. CA 92131

Carl H. Campbell

10-A East "T" ST. Encinitas 92024

Michelle Haliford

4115 Jambor Rd. San Diego

Reilly, John

850 Quintard San Diego

RANDY FORD

2014 O-SIDE. Cal. 92054

Sandra & DWAYNE HARRIS

1051 W. El Norte Pky #167 Escondido CA 92026

Brian Olson

4055 Bumper Cir. 92124

ROBERT MORRISSEY

3770 CROWN POINT DRIVE #304 S.D. CA. 92109

Mike Morrissey

3770 Crown Point Drive #304 S.D. CA. 92109

Cynthia Malleman

2519 Canyon Pines Spring Valley, Ca. 920

Julie Myers

1719 Grand Ave #A San Diego, CA 92109

David Myers

1719 Grand Ave #A San Diego CA 9210

Cheryl

6126 Monteluna Blvd S.D. CA 92115

Sony Rada

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Name

Address

Todd Schurmer

4863 1/2 Santa Cruz Ave SD CA 92107

Derek Cox

10880 Hwy 67 #93 Lakeside

Cindy Cox

10880 Hwy 67 P.O. 93 #11 Cr

Daniel Cox

10880 Hwy 67 SP 93 #11

Nichole Farnham

10580 Hwy 67 SP 93 #11

LARRY KRAUS

1122 FLORA AVE CORONA CA. 9211

Don Watkins

33842 Robles Dr. D.P. CA 92629

TERRI Coleman

11 11

DENISE LEVY

421 PARKWAY PLAZA E.C. 92020

TREY MARLOWE

301 OCEAN BLVD. CORONADO CA.

Marlene Williams

9571 Abbeywood Rd Santee CA 92071

Ben Williams

9571 Abbeywood Rd Santee CA 92071

Shawn Fernandez

1016 #6 Hornblend SD CA 92109

Chazza Martin

3535 Madison Ave #219 SD CA 92116

JULIE KELLY

3535 Madison Ave #219 SD CA 92116

LEIN ALEXANDER

741 Santa Barbara Pl SD CA 92109

Kenan Sachs

1430 Saturn Blvd. SD, Ca. 92154

Edman Nera

906 Cypress Ave I.B. 92032

Fresh Catcher

1018 John St. IMPERIAL BEACH 92032

Rainer Banner

579C Cypress Ave I.B. 92032

Kelly Bernard

14641 Buckwood St Poway 92064

Janet Bernard

11 11

Elizabeth Topete

8951 Jamacha rd Spring Valley 92077

Thason Castro

1909 CAVE N.C. S.D 92050

Sam Murray

1230 THOMAS AVE. S.D. CA. 92109

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Name

Address

Debbie Soto

741 Santa Barbara Pl. SD. CA 92109

Margaret Hadley

3663 Strandway SD CA 92109

Rhonda Begley

845 Island Ct. SD CA 92109

Russell Arthur

3139 W. Anderson PDX, AZ 85023

Diane Jaworski

8455 Happy Way So. El Cajon 92022

Mike Moran

536 Mcintosh MC, hwy 6, Visto

Mary Wilson

536 Mcintosh #C, C.V. CA 92018

Vicki Deane

P.O. Box E Carlsbad, CA 92008

Est. Munro

3115 Ocean Front Walk, S.D. CA 92109

Andrea Anderson

738 Avalon Ct SD 92109

Julie Powers

3980 Georgany Dr. Northbrook Ill 60062

GREGG GARCIA

1250 PARKER PLACE S.D., CA 92109

Larry Hanson

9483 WHARTON RD. SANTEE CA 92071

ROSENA HANSON

" " " " "

LEON A. DUFFY

MISSION

AREVER

Robert Doherty

14223 FRAME Rd. Poway, CA 92064

Corey Spiller

2772 Farbank Simi CA 93063

Anne Hill

5329 Katherine, Simi CA 93063

~~Frank Hill~~

~~Frank Hill~~

Wm. Hill

3860 Haines "K" SD 92109

Sue Baptist

2059 La Villase Cir, Cardiff CA 92011

Wm. Klinkhamer

437 Centre St S.D. Calif.

Peter Hotel

4452 RANAS - S CA

ALBERTO GARCIA LOPEZ

FTE PORTAL DE LAS FLORES #11 MEXICO CITY MEXICO C.P. 52760

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Name

Address

Sandra Banks

349 Pearlwood C.V. CA.

Gloria Enciso

6040 Burian St., San Diego, CA 92114

Robert Long

674 Brightwood Ave Chula Vista Ca. 92010

Jim Hoesbeck

PO Box 9 Poway 92064

Barbara Clune

869 Bayliss S.D. 92109

John Parks

4616 Ohio St #10 SD 92116

David E. Hindley

3566 JEWELL ST. SAN DIEGO, CALIF. 92109

Dianne Richards

365 San Antonio San Diego 92106

Joe M. Hertz

718 Encinitas CA San Diego 92109

Kevin Brooks

791 Granite Hills Arch El Cajon 92019

Michelle Wilson

745C Lethmus Ct Mission Bk 92109

Jessie Young

4076C Mahaila St. San Diego 92122

Bill Smith

2990 Mission Blvd #301 San Diego, Ca. 92109

Andrea Krammer

30435 Camino Pomeroy R Palos Verdes

Lynnette Larson

7614 Parkway Dr. La Mesa, CA 92042

Dorothy G. Brown

7565 Charming Dr #418 San Diego Ca 92122

Kenneth O. Brown

7565 Charming Dr #418 San Diego CA 92122

M. J. Winkler

1005 Santa Monica Apts. Beach, Ca 92075

Paul S. Deke

3053 VIA WILKINSON CA 92053

~~Angela Smith~~

3061 1/2 Juniper St. San Diego, CA 92104

Carol Miller

7061 LEMONWOOD LN. LEMON GROVE 92046

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Name

Address

PHILLIP J. DUBRAVIC

4013 RIVIERA DR PACIFIC BEACH CA

W. Taylor

2211 Pacific Beach Dr. S.D. 92109

Clair Stein

4822 Santa Cruz Ave. SD 92107

Marcia Alvarez

2338 Etiwanda St SD 92107

Caren Li

Caren Shaw

11608 Longbranch 92107

PATTY-JO HUETH

4013 Riviera Dr. S.D. 92109

Lisa M. Berg

2872 Jewell Ave San Diego 92154

Jeremy Hudson

9111 Gorge Ave. Santee, CA. 92071

S. Burkow

752 Emery St, Ca 92032

Stacy Wadlow

10353 S.D. Mission Rd. 216 C San Diego, CA.

Anne Skarup

638 Hilltop Dr. Chula Vista 92010

George Romberg

5266 Vickie Dr Pacific Beach. 92109

Kary Hogan

5588 Maryland Ave. La Mesa Ca 92042

Roger Dunsmore

5032 Brighton Ave SD CA 92107

Ann Gould

11205 Bolinger Hills Dr. El Cajon CA. 92020

Jennifer Fister

1622 Granite Hills Dr. El Cajon CA 92019

Tom Kuchard

1431 Brandywine Ave.

Guier Zamora

8877 7th St S.D. Ca. 92105

Azzie Hysman

6111 Rancho Mission Rd S.D. Ca 92108

HORACIO ESPINOZA

6111 Rancho Mission Rd S.D. Ca 92108

Tiffani Emge

1726 Valkyria Lane El Cajon, Ca. 92019

Arnold Van Menter

2432 Hutton Head Ct. 19 1111

Eileen Garcia

4060 Morrell St San Diego Ca 92108

Judith Cornaro

1121-7 Eureka St. San Diego 92110

22

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Name	Address
Latoya D. Summers	26 Roperoff Drive Rochester, N.Y. 14621
Chris Mitchell	8219 Budge San Antonio TX 78240
Marla Grivello	2102 Cable St #5, S.D., CA 9210
Jannine East	4355 Utah St #7 SD, Ca 92104
Kevin Knox	5731 Tulane St. San Diego, Ca 9212
Vimlun Ikeda	2781 Berkeley Ave. Carlsbad, CA 92008
Chere R Folks	2666 Alpine Blvd #17 Alpine CA 92001
Greg Floney	P.O. Box 21323 El Cajon, Ca- 92021
SHERMAN GILHAM	4346 CHEROKEE ST #2 SD CA 92104
Chris Klein	716 Jamaica Ct. SD 92109
Kim Loft	1428 Eolus Linderoing 92024
JANET CHAPMAN	9100 Otay Lakes Rd. C.V. 92010
Kay Smed	191 Renatta El Cajon 92020
Carol Sather	375 Siny Lane El Cajon 92019
Robert L. Chryane	10919 Avenida Roberto Spring Valley Ca.
Diana Olney	39104 La Jolla Village Dr., La Jolla 92037
Jamie K. Whitland	9505 Benessee Ave. E-9 S.D. Ca 92121
Richard Conway	1417 Paraiso Ave SV Ca 92077
Shannon Francis	4815 Georgia St #208 S.D. Ca 92116
Sean Burke	1145 Colusa St SD Ca 92110
TC TPL	4859 NARAGANSETT SD CA 92107
Paul Schell	" " " "
Dorey McKinney	553 SECOND AVE C.V. CA 92010
Joshua W. Erwig	906 Cypress Ave IB. CA 92032

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Name

Address

Joan Crocker

1014 10th Street Imp. Bch SD, CA

Ramiro Banner

1017 10th Street Imp. Bch SD CA

Chris Rowan

2850 Beach St

DAVID OAKLEY

3606 PAUL JONES AVE. SANDIEGO CA 92117

Gordon Dubravac

3726 Pk Ave San Diego CA 92105

Dan Stupley

12741 Laurel St Lakeside, Ca. 9204

Stephanie Hallain

8739 Buena Valley Dr S.D., CA 92071

Brian Renner

5127 DIANE AVE. S.D. CA 92117

Kim Connor

5955 Chatsworth Dr SD CA 92117

Jeanette

16818 Paga Dr San Diego CA 92128

Julie M. (Kim)

9958 Golden West San Diego CA 92117

Karen Caird

9958 Golden West San Diego CA 92117

Dixie Connor

1745 Granada Ave SANDIEGO, CA 92102

Alfred M. (Dixie)

16641 N 35th Ln Phx AZ 85023

Lena Zirkel

12202 Kingford Ct. El Cajon CA 92021

Hermany Brimmer

RT 1 Box 108 Escondido 92025

Mark J. Hunt

7315 FORMAL CT. SD CA 92120

STUDS MCKENZIE

1313 MOCKINGBIRD LN. SD. CA 92545

Kristan Vinnard

732-C Deal Ct. San Diego, CA 92111

Jill Keeney

3722 Arnold Ave #1 San Diego 92104

Jill Anderson

P.O. Box 3237 San Diego 92103

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Name

Address

ERNESTO FEU-VAZ

HARDICH DR 11509 SCRIPPS VALLEY

LISA ALEXANDER

471 SANTA BARBARA PL SD. CA 92109

Don Cook

6002 51st Street S.D. CA. 92120

Gen R. Dixon

GLEN R. DIXON 1660 CHALCEDONY DR SAN DIEGO 92109

ZARON MURRAY

SCOTT OSTER

Kenan Sachs

1430 Saturn Blvd. S.D. CA 92151

Norm Alamos

9860 Costa Lago St S.D. 92122

Joanne Christman

12592 Campo Rd. Spring Valley 92078

Lance R Kling

3663 Strandway SD CA 92109

Pamela Clark

"

Pete Fimcke

3227 BANCROFT SD CA 92109

Janet Harkness

P.O. Box 6863 - 92106 SD Ca.

Jim Schaff

3645 ARIZONA ST #3 S.D. 92104

Gene Green

4250 Bonita Dr. Oceanside 92056

Erthy Aedem

734 Ventura Dr. SAN DIEGO 92104

Brenda King

2121 Butler Rd Bend

Michael A. Peck

15727 Yours Light Rd. 92035

Jay Cooper

5027 Via Papel SD 92122

Jerry Huber

2275 Rancho Rd SD 92139

Alex Martinez

604 So. Gregory St.

Ron Givbbs

7202 N. 45th DR. Glendale, AZ

Paula Christ

1695-130 E. Co. Rd. D Maplewood, MN.

Dennis Birch

6845-190 Canyon Rim Pkwy. SD

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Name

Address

Jim Lindgren
Maybance Palmisano
Florida Stratton
Cecily VanLengen
JOHN MOORE
Dan Murphy
Joanne Collier
Sam Stencel
Pierre Deshotel
Jessie R.
STEVEN WARD
Lisa Stille
George
Carol
Doreen Byrd
Wendy Klunde
H.W.
K. Dodd
Tom Cook
Gene Kohar
Jill Kohar
SEAN WALSH
Bendt Norby
Mira Rola
Matthew Roach

21412 Marilyn Pl El Cajon 92019
555 Naples #625 Chula Vista, CA 92011
6760 Woodloch Crcl Tbled, OH 43617
7565 Charmant Dr. #410 San Diego 92122
3308 MISSION BLVD MISSION BCH CA. 92109
3103 Driscoll Dr. SD. 92117
3475 Audrey Ln SD 92115
4463 Morrell St. S.D. 92109
5544 Bonita Dr. S.D., 92114
1550 WEAVER ST SAN DIEGO CA. 92114
4602 NORMA DR SAN DIEGO 92115
5811 ROCKHURST Ct 92120
3787 MILLIKIN AVE San Diego 92122
251 DEEROCK PL. SAN DIEGO CA. 92114
#1 5957 Hardwick, Arroyo Ranch
14660 Lyons Valley Rd Jamul, CA
741 Island Ct Mission Bch. CA
727 San Luis Rey, S. Mission 92109
8109 Friant St
7316 San Luis Rey Place S.D. 92109
5360 ANNE FALLS RD. S.D. 92111
" " " " "
3250 Armelway S.D., CA 92109
" " "

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Name

Address

Jan Fynn

9202 Madison Ave La Mesa Ca 9211

John Peciuno

4929 Colwood Blvd C-17, San Diego CA

John W. J.

6111 Rancho Mission rd. 303 San Diego CA.

Nicholi Perzwalinski

4444 30th St SD CA

Patty McGriff

2142 Abbott S.D. CA 92107

* Cara Stober

3567 Shawneer. SD CA 92117

> Jeff Jones

Doug Barrera

8642 Castano Lane El Cason, CA 92021

V.A. Meesees

2121 Lakeside Lake S.V. CA 92078

James J. Copto

2493 Dewyse Rd Eng City, MI.

Ernest J. Kopp

3884 Vail Ave W.W. Grand CA 92057

David L. Williams

Chillicothe MO Farm Grove NJ 08069

John Chance

653 Maria Av Spring Valley Ca 92077

Scott Vriath

8340 University Ave La Mesa

KIRA PETERS

8171 Vincella Dr. #21 La Mesa CA 92042

Grace Peters

350 Ems Lane Corralitas, Ca 95076

Dana Parker

3070 Briard Ave SD CA 92122

Shannon Anderson

4756 Pescadero Ave SDCA 92107

John Hook

4756 Pescadero Ave. San Diego CA 92107

SEAN YAGO

14796 DAVIS AVE #1 SDCA 92109

DAVE GARZA

40916 Bonita View Dr Bonita CA 92002

Evelyn Bean

575 Fluxus St. #1 Chula Vista, CA 92010

Angela Puglisi

The Beach

TED TRADES

135 Llanid St Honolulu HI 402

Mike Kapitan

2411 Washington St. Lemon Grove CA.

This petition is to be submitted to the city planning department of San Diego. It's purpose is to support the operation of the Big Dipper roller coaster at its present site in Belmont Park, Mission Beach. Please sign if you would like to see this coaster running again soon.

Name

Address

John E. Thomas

5308 MISSION BLVD MISSION BEACH CA. 92109

John R. Thomas

USS DRUM (677) US NAVY

Susan Torrey

36 Maple St. Manchester, Ct 06040

John Wellwood

1940 Fontana Ave PB 92109

John F. [unclear]

218 Grape St. S.D. CA. 92101

John [unclear]

719 MANWATER CRT. 92109

Antonio Sanchez

3202 MISSION BLVD CA 92109

Denise L. [unclear]

4974 Montessa St. S.D.

John [unclear]

1639 HEN BURNST, SD 921

John [unclear]

6100 [unclear] [unclear] CA 92116

John [unclear]

4512 GEORGET #5 SD CA 92116

John [unclear]

1031 N ROSE ESC. CA 92027

John [unclear]

3438 1/2 Mission Blvd. SD. CA 92109

Colleen Chucio

GUESTS

Comments on
Belmont Park

NAME _____

ADDRESS

NAME	ADDRESS
Nancy L. Lendis	5068 Windsor Dr. SD 92109

Mat store.

KRISTY POTTOL 127 San Diego Encinitas 92024

It's FUN!!!
get the

Mindy Mills 1660 Chalcedony #K 92109

roller coaster going

12. Same as 26 MOUNTAIN VIEW TOWNSHIP

Willie Campbell

It's real

Anaeline DiSilvestro 4/24/56 Algeria ^{Tem.} _{Eu.}

2

Christy Davis 418 41⁷⁰⁰⁵ ^{74177 Co. J} Historical Way

7-10

Journal of Newcastle 813 Windward Dr

Carlsbad, Cal. 9009

James Sage 3540 Daffodil, Calif 92622

Coronado del Mar

Mary Grawford 10628 Birch, PB/CA 92109

GREAT TAXES 

Rebecca L. Whitson 13772 Winn Sec. 14 Sierrita, Ca 95476

Com. Buder 658 Bonnie View Dr., S.D., CA 92119

W. J. Lane + Liaison PHX. AZ.

NICE PLACE
LOTS OF POTENTIAL

Shiloh Busin 1238-547471 #17 S.D. Co 92115

Nice place, can't wait until everything is

Baron Dupont 7416 W. Georgia Glendale Az 86303

GUESTS

NAME	ADDRESS	Comments on Palmer Park
Elizabeth Pozano	124 W 11 th N.C. CA.	start the roller coaster *
Joet Betsy Cowart	2582 EUCLID CA.	
LINDA LOVATTO	ENT-CLIMO CA	" "
DIVINA Smith	948 Emory, I.B. CA. 92032	" "
Shirley Fern	16022 Moor Park Encino 91436 A Y	
Mary Ellen Cash	1032 Michael Rd. Daytona Beach Fla 32014	Very nice
Bob Kreil + Shirley Erik	4440 Lamont St. San Diego	nice
George + Mary Jones	3868 Bass St La Mesa	we want the roller coaster
Robert Jones	3868 Bass St La Mesa	" "
Robert + Pat Wilson	3872 Capital La Mesa 92008	keep the roller coaster
DAWNA O'Keefe	1394 MHCNOLIA AVE Carlsbad	Super great
Nickelle Dykstra	3216 Bayside Walk, SD CA 92009	Great
Tex Watson	FAYETTEVILLE, AL.	

GUESTS

NAME

ADDRESS

Comments On
Belmont Park

~~John McCarroll~~
Cynthia A. Higgins
Peter H. Higgins

~~See above~~
4601 Columbus St
Bakersfield, CA 93306

Robert M. Hurley

Hickory Hill Road
Hurricane, WV

Betsy
Saul Cook

10605 Aristocrat Ct
Santee CA

Margaret Bucknell

2910 3rd St
SPRINGFIELD, IL 62703

Randi Graves

729-B Island Creek
92109

Jack & Pat Pilback

4099 Jewell St
92109

NASH Smoot

3229 DAVID ST
RIVERSIDE CA 92506

Michelle Richter

27506 Grand #16
SD 92109

Sharon Hilly family

1546 Channing
7162 Ave, 141 48161

Keri Crandall

4826 MT. FRISSELL DR.
S.D. CA 92117

Amy & Debbie Escobedo

3028 Nino Way SD
92139

I HAVE FOUND
MEMORIES
OF MY CHILDHOOD
HERE. PLEASE
RESTORE THE
COASTER.



GUESTS

NAME

ADDRESS

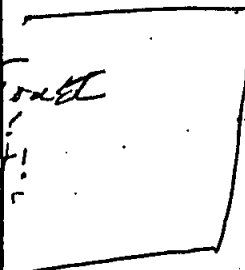
Comments on
Belmont Park

Sally Toluson	Cornung CA.	
LIZA MINELLI	PB CA	Awesome!
Caterina LaDuca	8001 Larwin Dr Santa, CA	Fun!
Dyrene Foster	1930 Aspen Ln El Cajon	Keep the faith
John McCar	3215 Grand St	UNFINISHED Symphony
Mrs Paul Taylor	2727 El Cajon Rd #110	Very nice store 5.10.92 109
Terrell M. Kern	514 W. Washington Centerville, IN	
Marcy Meek / Jennifer Meek	13655 Old Hwy 8 Sp39 El Cajon	92021
Regis M. M. M.	1117 Whippleton	Sp. W. 60192
Kay & George Hunter	Edmonton Altk	Canada - Very good
Donna Scherman	Alturas Ca	open roller coaster Nice
Debbie Roe	Woodland, CA	open the roller coaster.
Brigitta Zollinger	Ice Capades	Nice
Margaret Schmor	1698 Hilltop Road El	Super!
	El Cajon 92019	

*

GUESTS

NAME	ADDRESS	Comments on Delmont Park
Jessica Sheres	3285 Ocean Front	All right!!
Amelia Everett	3321 Stackman St N.E.	
Pauline Petterson	3129 Calle Araya S.D.	Lots of fun! things
Jeanne & Luc Crest	1377, 20 th Rue Est, #301	
+ Simone Audet	Quebec, Canada	Tris here
Anna Mingsgard	Sweden	
Harold R. Britt	388 Shuang Lane #12	
Tom Childers	1240 BETHANY km	best
Rachel Berrejo	3815 Palm Ave S.D. 92154	Open the roller coaster it's a land mark that should be kept alive! I never got to ride it!
Maria Elena Santana	4015 Alcorn St	
John Lorigan	10128 El Nopal	open roller coaster on the way to Sun
Veronica de Mung	10222 Princess Jeanne	Open Roller coaster but still fun
Marian Bishop	18137 Vallikares Dr	Sun Day love it



GUESTS

NAME	ADDRESS	Comments on Belmont Park
Lori Foster	4815 Beaumont Dr. Xt Mesa Ca 92041	I think its Great!
Heslie E. Byden	2685 Miller St. Cape Cod Dennisport, Ma 02639	Its o' fun!!
Julie Fisher	10 EDWARDS AVE (APR 1968) DETROIT, MI 48239	great
Risa Trabucco	P.O. Box 1463 Dennisport Mass.	Very nice
Jason Klesan	116 McMillan Ln. 05639 Camp, NC 27513	Super Place
William C. Dick	4558 Jutland Dr. S.D. San Marcos, Ca. 92117	GREAT STORE
Wanda Frick	3007 Bern Stribelands	We have a lot of fun
John Little	3004 Bern Swiss	beautiful
Daniel J. Jones	2920 BRANDO DR. SD.	" "
Rosa Berlanga	1286 UTH AVE S.D. CA 92120	crazy place
Claude & Eileen Morrison	4956 HAVENWOOD AVE	NEAT!
Gilbert, Frank	Hunter, -Gruning	it will be a great place
DAVE Estala	2995 CAULEY WAY #67	IT HAS POTENTIAL TO BECOMING VERY POPULAR
Kevin Wilson	3960 Kansas St. #6	Great place
Kerry Darling	4673 Catalina La Verne, Ca. 91750	Save the "Big Dipper" — *

GUESTS

NAME	ADDRESS (10-9-89)	Comments on Bolmont Park
Kelli + Kara Jennings	255 E. Bradley #93	
Janet Bordieri	10370 FRANK LN SANTA ANA, CA	
Anna Anderson	4473 Mission Blvd #6	I Love it
JEAN BEVER	P.O. Box 1055 S.D. 92112	Great!
Judy Strand	Iowa	Really nice.
Allice B Hind	9958 Golden Gate Westin. CA 9207	great!
Ma Young	66 Crosby St NY C.	
Maureen Austin	P.O. Box 532, Alpine	A great improvement
William T BALL	nm	
Tim Hunt	exciting!	
Wells		
Mr & Mrs Marcos Soulsby Monray.	324 Garrison St C-86 Guernsey, Ca	OK
Lynn Lillie	3244 E. 115th Ave Thornton CO	Should be a great success
Frank + JULIE STINTON	7450 Northrup Dr	GREAT.
Mary Cigno	P.O. Box 7081 92107	outstanding!
Gina Jones	2811 Sandiego Ave 92126	Open the Roller Coaster!



GUESTS

NAME

ADDRESS

Comments on
Belmont Park

Ted Crossley	5115 FAIRVIEW AVE LAMESA CA	
* Lucene & Bob Ford	806 Nottingham Rd	Redlands Ca 92373
Manning & Denise Barker	El Cajon	
Ernie & Juanita Mercado	S Diego	Great.
Jim Dittmar 1305 W. 10th St	Glennview 62011	Guest
Norren Nielsen 3611 Baker St.		
Andy D Jones 652 Billow Dr S.D		Great.
Carol Ray 7224 Florey S.D. Ca. 92122		more shops should be open at rate on
Mary Jo Holmes 1281 Tobias Dr. Chula Vista 92011		weekends, like
* Ann Woolery, 832 Jamaica Cr., ID. 92109		Seaport Village - great!
Love the store - the dog! And Dave the Coaster!		* —
Cheryl & Tom Bledsoe 9965 Dunbar Dr E.C. 92021		Great!
John & Connie Jopke 371 St. Ann EC 92020		Great
Monica Morales		Pretty cool ay!
Elizabeth Pulido	Belmont	COOL!

GUESTS

NAME

ADDRESS

Comments on
Belmont Park
Fairplace - Different!!

Mary Cozza
Paulita Mergens

E. 1430-34th Spokane, WA 99203
3650 San Granada COO 92074

Like a lot!

Dot & Celeste Mergens 8361 Solomon Ave. El Cajon CA

Great Place!

Cathy Steele 22457 Lyndon Det., MI 48223

Excellent!!

LISA L. Taylor 1536-D Sweetwater Rd. Suite #226 National City CA 92040

Great Place
F.O.A. SAWWARTZ
WEST!!!

RAYLENIE ANN HILL 1156 HORN ISLAND #7 S.O. CA 92109

Cheryl Penzance HCR 74 Box 273 East Machias, Me 04630

Very Classy

Andrea Farnis 3424 Angwin Ave. S.O. 92123

Love last time!
Great nostalgia
can't wait to ride it
again

PAT ROSS 2423 Edding Dr. Lemon Grove CA 92045

ANNE PALLADINO 2441 EDDING DR LG, CA 92045

TERRIFIC

Shannon Silbiger 22494 Reill View DRES. CA 92025

RADICAL

SONNY COFFMAN 3953 POLACK ST SAN DIEGO CA OUTSTANDING

Quenk Jashe 1912 Pacific Bch Dr. S.O. Great idea

Kathy Otto 14980 Elm Hesperia, CA 92345

I love the
look of the
country!

Andrea Singer 14980 Elm Hesperia, CA 92345 All Right!

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Name

Address

Ray Carre
Bill Murray
Stephanie Ross
MARCO FRAZZINI
CHRIS JAMES
JULIE M. THOMAS
C. Roy Sanchez
John E. Carr
John Ford
EUGENE MELON
Ronald O. Reardon
Debbie Peyer
Michael Peyer
Vora G. Rene
Sabina Roshardt
Cezar Beaud
Robert W. Lumbford
Lisa Adams
TERESA VON H
Yoko Hillman
Tobi Rockwell
Allen P. Espinel
Myra M. Smith
Edna South
Todd S. Galt

3411 Washington N. Lemon Grove CA.
488 Vincennes (CG-49) San Juan, CA.
10563 Ironwood Av Santee CA. 92071
4987 DUBOIS DR, SAN DIEGO, CA 92117
561 MURRAY DR. EL CAJON, CA. 92020
2451 CURIE ST. SAN DIEGO, CA 92122
3344 EVERGREEN Rd. Bonita, CA 92002
6635 Canyon Line Row #179 San Diego CA 92111
4382 Ampudia St San Diego, CA 92103
1212 MURPHY DR. LAKE SIDE CA. 92036
3216 Trump St. Chula Vista CA. 91019
4454 Claremont dr. S.D. CA 92117
4454 claremont DR SD CA 92117
1551 Sweetser Island Dr. SD CA 92106
3436 Milliken Av Ca 92122 San Diego
9522 Red Zinfandel San Diego 92114
7200 E. 1st St. San Diego 92114
4730 College Ave SD. 92116
714 DEVON CT SD, CA 92109
4122 Jewel Street SD, CA 92114
715 1/2 Yamanu court San Diego, CA 92114
4770 San Diego Ave. San Diego, CA 92114
118 S. Winona Ave. San Diego, CA 92104
1180 Rockford SD, CA 92114
4043 Honeysuckle St 92104

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Name

Address

Thom 10/1/11

8441 L. men Dr L. M. 550 (C)

1573 1/2 N. 11th St. S.D. CA 92109

4697 Mission Blvd. S.D. 92106

P.O. BOX 5100 ST. CA 92093

3600 Mission Blvd #16 S.D. CA 92105

1667 Mission St S.D. CA 92109

4459 Arizona St. #3 S.D. CA, 92116

4155 Rochester Rd S.D. CA 92116

2482 Cammarito Venudo S.D. CA 92106

4154 33rd S.D. CA 92104

3833 Midway Dr. 815 S.D. CA 92110

6481 Reflection Dr. #108, S.D. CA 92124

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Name

Address

Brian Maddux	1865 Powell Dr. El Cajon Ca 92020
CHARS DOWD	1949 Felspar St. San Diego CA 92109
Carly Catucci	3940 Orchard Ave. San Diego CA 92107
Marvin Reeve	4419 Montalvo #7
Ma Hughes	3940 Orchard Ave. San Diego, CA 92107
Peter Murphy	P.O. Box 472 Jacumba, CA 92034
Joyce L. Murphy	P.O. Box 472 Jacumba, CA 92034
Walt Cox	5081 MARNE AVE S.D. CA 92120
Anne Radas	5081 Marne Ave SD CA 92120
Christina Fields	4066 #C Gresham St SD CA 92109
Roger Floyd	4066 #C Gresham St SD CA 92109
Robin Hussong	4253 Cleveland St. SD 92103
James W. Egan	4853 Para. Brite Ct. Brite CA 92002
Erin Wheeler	1654 Oliver Ave, Apt 8 92109
Rich DeLoach	509 Newport L.B. 90814
Juan Sanchez	46 + H 3863 University Av.
Celine L. L. L.	4016 Gresham St SD San Diego 92109
M.A. Higgins	55 Navy Pt #200 Venice Ca 90291
W. B. B.	5 TAYLOR LA. BAYVILLE, CT. 06027
George R. R.	4410 Carkspur St. SD. CA. 92107
W. B. B.	524 B. Chambers St El Cajon CA 92020
W. B. B.	524 B. Chambers St. El Cajon CA 92020
W. B. B.	4595 Leathers St. S.D. CA 92117
W. B. B.	5215 Edgeworth Rd. S.D., CA, 92109
W. B. B.	5215 Edgeworth Rd. S.D., CA 92109

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Name

Address

<u>Wm. J. [unclear]</u>	<u>1770 W. LAMBS CT SD CA</u>
Michael R. Parker	1380 E WASHINGTON #3 EL PASO
<u>Michael R. Parker</u>	<u>1380 E WASHINGTON #3 EL PASO</u>
<u>Carol Parkes</u>	<u>1380 E Washington #3 El Cajon, CA</u>
<u>Cathleen Fordner</u>	<u>10448 Claudia Ave San Diego Calif</u>
<u>Mary F. Maden</u>	<u>10448 CLAUDIA AVE SAN DIEGO CA</u>
<u>Viggo W. [unclear]</u>	<u>1625 E Lockwood Mesa AZ 85205</u>
<u>Reed Workman</u>	<u>1625 E Lockwood Mesa AZ 85203</u>
<u>Richard [unclear]</u>	<u>3652 CLEVER DR SAN DIEGO, CA 92106</u>
<u>Robert Hatfield</u>	<u>1832 Fairway Circle Dr. San Marcos 92069</u>
<u>Ben Hatfield</u>	<u>1832 FAIRWAY CIRCLE DR. LAKE SAN MARCOS 92069</u>
<u>E.R. Callahan</u>	<u>1913 Village Wood Bl Encinitas CA</u>
<u>Daniel [unclear]</u>	<u>1395 OAK DR #1/4 VISTA, CA 92084</u>
<u>Lew Pitten</u>	<u>330 Chingapin Carlsbad CA 92008</u>
<u>Rory Schmidt</u>	<u>PO Box 1326 Lamez CA 92044-0180</u>
<u>Jeff H. Laurillements</u>	<u>4850 Embury Pt. SD 92126</u>
<u>Wanda M. Conky</u>	<u>1924 Pied Ave. SD 92109</u>
<u>Paul [unclear]</u>	<u>510 Braun Ave SD 92114</u>
<u>Jimmy [unclear]</u>	<u>510 Braun Ave SD 92114</u>
<u>Marylou Brunsda</u>	<u>1076 [unclear] SD 92154</u>
<u>Ally [unclear]</u>	<u>1250 Madden Ave SD 92114</u>
<u>Peter [unclear]</u>	<u>1251 Janss Ave Chula Vista 92011</u>
<u>Mary [unclear]</u>	<u>3950 Florida SD 92104</u>
<u>Breanna [unclear]</u>	<u>3950 Florida AD 92104</u>
<u>Kelli Staley</u>	<u>802 Avalon Ct. SD CA 92109</u>

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Name

Address

E. C. J. Jr.
Tracey Minnick
Antonia Terrazas

10210-6 Norma Gardens dr. Santee 92071
150 S. Morrison Ave #12 El Cajon, Ca 92021
1527 MAX AV. CHULA VISTA, CA 92011

Donna May
Tim Kuse
C. L. O. B.

1044 Felupar S.D. CA 92109
17985 Camino to Rivers SD CA 92128
17988 Camino to Pin 20 SD CA 92128

Scott F. M. R.

2181 Bedford Ct. San Diego CA 92109

PURX 81366 SD 92138

1111 Eureka #5 SD 92110

34 D Ave N.C. 92050

824 Jamaica Ct. SD 92109

3270 BAYSIDE LAWE. SD 92109

3990 KENDALL ST S.D. 92109

1016 Hornblow SD CA 92104

434 A Ave Coronado Ca 92118

769 Granite Hills Circle, El Cajon CA. 92022

3861 Ocean Front walk SD. CA 92105

2999 Mission Blvd #303 S.D. CA 92109

2999 " " " "

3371 Ocean Front walk SD 92105

9144 Arapaho St Spring Valley 92077

5135 MONTESSA Dr. S.D. CA 92124

1130 BERYL ST SD CA 92109

609 Palomares St SD 92109

Don Penick
Aurea Campbell-Kunig
Marlene C. Via

Christina Stark

Don Pedersen

Michael P. H.

Shawn Fernandes

S. P. H. H.

Jamies B. Penner

Mike Warren

JOHN BUCKLEY

BARRY F. H.

Ed Bonner

Joanna DeBitter

Lat McElhanna

Ken H. K.

Charles DUNCAN

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Name

Address

Kenneth Brit	4287 Bayard St. San Diego 9216
Cynthia Petty	4287 Bayard St. San Diego 9216
Derek Miranda	435 Law St. Pacific Beach, CA 92109
Lisa Gervase	4820 63rd St., San Diego CA 92115
Shawn Devine	6219 Montezuma Pl, San Diego CA 92115
Man Heckman	1345 5th Ave SAN DIEGO 92101
Jeffrey M. Achuga	2877 Byside Wy, San Diego CA 92109
Mike O'Muros	832 Capistrano Pl. San Diego CA. 92109
Mason Brooks	4231 Woodland Dr La Mesa CA 92041
Louise Norton	#6 2826 Mission Blvd 92109
Gordon Ware	697-315 Gold Run Rd. Susanville CA 96150
KELLY WELTON	12470 TORREY BLUFF DR #3 SAN DIEGO CA 92130
Neil Oliver	9189 Village Glen Dr #153 San Diego CA 92126
Ed Townsend	3139 Kalamita St San Diego, 92104
Chuck Olson	3082 Cadencia St. Carlsbad, Ca 92009
Martha Mas	14191 Mirazanja Pl. San Diego, CA 92130
Rebeca Toth	9309 Draper, La Jolla 92037
George W. Schulte	455 McKee KPO San Francisco CA 94621
Scott A Gardner	440 N. Granados Santa Beach Ca. 92075
Marilyn C. Matthews	2054 Woodlawn Hillway Esc. CA 92021
Nina Hoxby	9231 Tropical Drive, La Mesa CA 92042
R. Schaefer	24762-A LeBzAre Dana Point CA 92629
Maureen J. Monahan	1013 Route St. #A San Diego 92109
Kristine Blomquist	1013 Route St. #A, SD 92109

Northern Calif. →



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* = INVALID SIGNATURE

Name

Address

Russell

729-B Island Ct 92109

Dr L. Dyche

1533 Loma Court Ch. V

Lynette Ingraham

540 Pidgeon St SD CA 92114

Theresa Barnes

5870 East Pismo Dr Ag

Paul Brown

4400 Roseme, Bethesda MD

Marcel Van

10860 Woodside Ave #6 Santa Ca 92071

Michelle Sparks

10207 Settle Rd Santee Ca 92071

Sandra Tuck

3251 Madison Ave SD CA 92116

Tom Florio

710 Windimere Ct, SD CA 92109

Chris Moore

431 "H" AVE CORONADO CA 92118

Mike Griffith

3640 MISSION BLVD. SD. CA 92109

Steve Bodenburg

4923 TWIN AVE SD-CA 92120

Janita Skute

4923 Twin Ave SD CA 92120

Michelle Kriestle

2750 Grand Ave #10 SD CA 92109

Clayton Hollaway

2178 Eber St SD CA 92107

Theresa Baker

710 Island St SD CA 92109

Greg Goring

" " " "

Matt Dickey

" " " "

Matt CIBBS

" " " "

AYON SN

" " " "

Christine Baker

" " " "

CHRIS THOMAS

3966 CLEVELAND SD 92103

Laura Barrett

2646 Bauside Walk 92109

~~Chris Thomas~~

~~3966 CLEVELAND SD 92103~~

~~Chris Thomas~~

~~3966 CLEVELAND SD 92103~~

Pls Nola

1119 REED AVE #3 SAN DIEGO, CA 92104

*
PRINTED
NOT
SIGNED

*
PRINTED
NOT
SIGNED

*
PRINTED BY SAME PERSON



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Name	Address
Robert Walumale	6735 Mohawk St. SD 92115
Walter Smith	1722 South Pacific Drive 92054
Kurea McLeod	8938 Menkar Rd SD 92126
Ethel Love	1105 E 24th St. San Diego 92105
Gertrude LeBaron	7520 Charmant Dr. # 1027 SD. 92122
Teresa Tallen	3100 E. Bradley Ave. #37 El Cajon 92021
James Britton	2705 Adnan St. S.D. Cal. 92116
John Compende	5440 Compende Dr. LA Mesa Ca. 92041
Myrtle Weiner	2667 Ansell Ave. San Diego, CA 92122
Rachel Beers	1676 Jorow Way S.D. 92134
Susan Sayers	10406 Viacha Dr. S.D. 92124
Maureen Elroy	9433 Fullerton Ave, San Diego, Ca 92123
Melba A.C.	726 S. Nardo Solana Beach, CA 92075
Muriel	2944 Felton St. San Diego Ca 92104
David Perez	3450 MISSION BLVD. San Diego Ca. 92109
KIBRIA WHEELER	838-B W MISSION BAY DR SD CA 92109
TODD WEZES	838-B W MISSION BAY DR SD CA 92109
David Estes	304 Liszt Ave. Cardiff, 92007
Mark Estes	10117 Lawler Santa Monica
Mona Hanna-Estes	304 Liszt Ave Cardiff CA 92007
Selma Elroyes	304 Liszt Ave Cardiff, Ca 92007
Victoria Elroyes	304 Liszt Ave Cardiff, CA 92007
Dia Hanna	10801 Maestria Ct. San Diego 92124
Martin Luvorum	2930 Clairemont Dr. 31 SD CA 92117
Kelly Handa	10801 Maestria Ct. San Diego, Ca 92124

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Name	Address
JOSEPH WHELER	838-B W MISSION BAY DR SDCA 92109
Elias Kassar	8763 Alvarado Rd. #8 SD. CA. 92119
James Richardson	6970 Amherst St S.D. CA 92115
Francis Sanchez	4644 3863 University CA.
Demetrius Byrd	251 DEEROCK PL. San Diego ca. 92114
Steve Duvall	3682 REINSTATON SAN DIEGO CA 92114
JOHN WALLACE JR	1075 HAYES AVE. San Diego, CA 92103
LORE FRYMAN	" " " " " "
Scott Wallace	2033 ELCAJON BLVD. San Diego, CA 92104
TRON GEE	720 SALKEN CT SAN DIEGO CA 92104
JOHN MONROE	3308 MISSION RIVIERA MISSION RIVER CA 92109

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Name

Address

Colin Cho.

4321 Rows St SD 92122

Lidian Grider.

1213 Grand Ave, San Diego, Cal. 92109

Insook CHO.

4350 Bromfield Ave San Diego Ca. 92122

Norm A Mc Lee

2143 EVERETT ST S.D. CA 92113

Eric Butler

727 SAN Luis Ry - SD Ca. 92109

Laura Halbo

720 San Jose Pl San Diego, Ca 92109

Kimberly St. John

1213 Grand Ave, Pacific Beach, Cal. 92109

Carol Holland.

42 Catapaw Cape, Colorado, Cal. 92118

John Miller

42 Catapaw Cape, Colorado, Cal. 92118

Joe Jago

3450 Loma Linda DR S.D. 92106

Wonkon CHO

7067 Whipple Ave SD 92122

David L Holman

10014 DeLacorte SLV CA - 92022

Scott Rankin

3024 Devon CT

Steve

6459 LAKE TAHOE CT 92119

Paul Moon

905 E. MICHELLE ST W. COVINA CA 91790

Mark E. King

3152 N. MT. VIEW DR San Diego, CA 92116

KEVIN CANTY

1235 BANCROFT ST SD CA 92104

DIANE CANTY

" " " " " "

Sunghee Kim

7067 Whipple Ave SD 92122

Heather Skorack

4926 Regla Ct. SD 92122

Roger A. Skorack

4926 Regla Ct. SD 92122

Larry J. Hoan

3047 MCCALL St. S.D. CA. 92106

Steve Shandell

720 San Jose S.D. CA. 92109

Harold Schindler

9830 Scripps Westview Way Apt. 149

Edward Campbell

14655 EVENING STAR DR Poway CA 92064

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Name

Address

Jane A. Campbell

14655 Evening Star, San Diego, CA 92144

John C. Sailer

27360 RONALD VISTA, PIN VALLEY CA. 92062

Clay A. Jones

15953-51 AVE. VILLANA, San Diego, CA 92128

Barbara W. Smith

3326 WILLOWBROOK CT S.D. CA 92130

~~Mark P. Jones~~

~~Bill Smith~~

Bill Smith

900 S. H. Ave. Vista, AZ

Tommy Petgrs

"

Minneapolis Prater

3900 Homeland Dr SD. 92102

Jeff Waring

" "

Shannon Williams

" "

Bob Chubert

62181 Verbera Rd #21 John Lee CA 92252

Big R. Fox

3225 Ocean Front Wlk. San Diego, CA 92109

Lisa M. Woodard

" " " " " "

John A. Lawrence

362 BALLARD ST. EL CAJON 92015

Mike Gandy

2915 CITRONELLA ST. LEMON GROVE

Nancy Rist

847 Parkway SD. Calif 92109

M. J. Hill

7315 FORNAL CT SP. CA 92120

Diana Delgado

215-B Del Rey Laurence P.R. 00505

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Name

Address

Mike Nalick

2889 Oceanfront Walk Apt. A M.B.

Michelle Bardale

805 1/2 Santa Clara Pl. S.D. 92109

Sherry Olson

4220 Kaulon Ave SD 92122

for Schuch

11 PRINCETON IRVING, CA 92720

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Name	Address
S. Thommarson	1166 "H" Street, Ramona CA
W. Cooper	17567 MATHIAS RD San Diego CA
J. Wagner	13013 Golden Rd Poway Ca
CID SHIVERS	1360 Foothill DR #105 VISTA, CA
S. Horvath	2060 E. F. GRANT AVE. ESCROWADO - CAL
D. D. Cox	1817 E. Grand Ave, Esc., 92027
Wm. E. Carter	1032 E. 4th ave Esc 92025
Ch. Childs	1509 Caminito Basswood, S.D. CA 92131
Paul Wheeling	4234 York Ave, FOUNTAIN CA 92064
Denise Corso	11146 Alhambra San Diego Ca 92129
R. Bonfil	643 Gardena Glen Cir CH 92025
M. Johnson	3639 B Village Cn. Carlsbad 92008
K. Botley	12572 OAKKNOLL RD #5 Poway Ca 92064
Mrs. S. Badinock	912 E. Washington #105
Mrs. & Mrs. Ann K. Bunn	5111 N. Maple, #502 Ch. CA 92025
Wm. FIEGEL JR.	3807 Edna Place San Diego Ca. 92116
Carolyn Cashman	11222 SUNNYDALE CT SANDIEGO CA 92127
Don. Dantforth	2340 CAROL VIEW DR #202 CARDIFF, CA 92008
Jimie Alvingin	5097 Olive Hill Rd. Fallbrook Ca 92028
Pat Olander	2438 TURNBRIDGE BLVD ESC. 92027
E. Smith	17107 Matamoros Rd #10 Ca. 92127
Wm. J. Smith	17705 S. Alhambra, S.D. 92128
Jane K. Kline	7999 Caminito Mira SD 92122
Theresa Castano	1731 S. Oliver. Escrowado 92025
	822 Danica pl 92025

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Name

Address

BERNICE SACAR

704 DALLAS NE ALBUQ. N. MEX 87108

Karen Stearns

8670 Lake Ashman #35 S.D. 92119

Bill Brown

12436 Antunberry, Coritos Cal 90701

Byron Dunn

10110 Crestside PL Rancho San Diego 92077

Steve Winn

4110 1/2 Adams Ave #2 San Diego 92111

Brenda Young

1676 Ebers St SD CA 92107

Jill Willy

2915 AMSTERDAM AVE SCHEENSTADT NY 12302

M. E. Staley

3572 ARIZONA ST SD, CA 92104

Terri Krosowski

1585 Sunset Cliffs S.D. CA. 92107

Andrew Pinner

5075 Piltmoo Rd SD CA 92117

Marjane Easton

17015 Duncango Dr ^{SD} CA 92014

Stacy A Randall

1831 Pine View Rd Alpine 92001

Judy Moran

8180 Vincetta Dr #18 La Mesa 91042

Kim D. Moran

8180 Vincetta #18, La Mesa 92042

Greg & Linda Davis

1560 B Apache Chula Vista CA 92010

Marsha Boyer

10544 Greenford Dr, San Diego CA 92126

Marilyn Linderson

13519 Hike Ln. SD CA 92129

Randy Marker

Chicago, IL 60657

Pat Walker

5811 MARQUETTE RD 3-W San Diego Ca 92106

Debbie Walker

3811 Marquette PL 3W San Diego Ca 92106

Ric Krosowski

1585 Sunset Cliffs Bl San Diego, CA 92107

Peter Schlegelberg

3930 Ingraham St. #10-313 San Diego, CA 92109

Dan B. A.

1921 Beryl S.D. CAL 92109

Yasutaka

3114 E Portun Way SD Ca 92111

Alice Tana

3114 E. Portun Way SD Ca 92111

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Name

Address

Randi Harris	6200 Meadowood #450 Reno NV 89502
Diana J. Thompson	" " " " " "
Herta Wiers	3074 Ronderos Rd Lemon Grove Ca 92045
Wesley Nimm	3024 Ronderos Lemon Grove Calif. 92045
Thomas Hall	134 Bellehurst Rochester, N.Y. 14617
[Signature]	910 Brownwood Ave. G.R. Mich 49529
[Signature]	704 SERRAVALLE LN Solana Beach, CA 92075
Robert Facchino	826 Calistrano Pl. San Diego CA 92109
Denise McCalla	247 25th St Del Mar, Ca 92014
Neely J. J. J.	3004 33rd St San Diego CA 92104
[Signature]	4242 Tenth Ave San Diego CA 92116
[Signature]	4242 Tenth Ave., San Diego, CA 92103
[Signature]	920W Sepanow Chandler, G. 85224
[Signature]	1327 Diamond St S.A. Calif.
[Signature]	4455 Valota C. SD 92107
[Signature]	7138 SARANAE #5 LA MESA, CA 9204
[Signature]	6028 Twin Trails Ct S.D. 92129
[Signature]	728 San Gabriel Pl. #1, SD 92109
[Signature]	936 Cornish San Diego, CA 92107
[Signature]	936 Cornish St. Ca. 92107
[Signature]	6081 Camino del Rio N. Ca 92120
[Signature]	6248 Camino Norte, S.D. 92120
[Signature]	1305 24th St S.A. Cal. 92107
[Signature]	4949 Hawley S.D. 92116
[Signature]	2926 Flom St S.D. 92117

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Name

Address

<u>John</u>	<u>3163 Hildreth St SD</u>
Lawrence P. van	716 Liverpool Ct S.D. 92109
<u>Lawrence P. van</u>	<u>716 Liverpool Ct S.D. 92109</u>
<u>Rebecca Williams</u>	<u>4687 Jewell St, San Diego 92109</u>
<u>Gail Mitchell</u>	<u>1212-108 River 6th Row 92111</u>
<u>L. Lamb</u>	<u>PO Box 178 Carmel 92035</u>
<u>Al Macinick</u>	<u>5185 Luigi Ave San Diego 92122</u>
<u>Anne Reay</u>	<u>1955 La Ver St San Diego 92104</u>
<u>Jimmy</u>	<u>42nd 4th Ave</u>
<u>Hina Mack</u>	<u>4915 Oakmonte 214 SD 92107</u>
<u>Michelle Hancock</u>	<u>2439 Nielsen St El Cajon 92020</u>
<u>Paul Wiggins</u>	<u>711 1/2 San Jose Pl SD 92109</u>
<u>Carol Chance</u>	<u>4045 W Point Loma SD 92109</u>
<u>Micki Murrell</u>	<u>4045 W Point Loma SD 92109</u>
<u>Lynn Rowe</u>	<u>6462 E Maple Grove Agoura Ca 91301</u>
<u>DeLo Rollo</u>	<u>6462 E Maple Grove Agoura Ca 91301</u>
<u>Men Schillinger</u>	<u>1935 Magdolene Way San Diego, CA 92110</u>
<u>Rosalie Fleming</u>	<u>2845 Ocean Front SD</u>
<u>Romann Northcott</u>	<u>2459 Edding Dr. Lemon Grove CA 92045</u>
<u>Stacy A. van</u>	<u>8801 Lakemurray Blvd SD 92119</u>
<u>Kimberly H. Hargis</u>	<u>9371 Castle Hill Dr S.D. 92104</u>
<u>Quaine H. Hargis</u>	<u>4121 Bayard Ct P.B. Ca 92109</u>
<u>Phyllis Hargis</u>	<u>4121 Bayard St PB 92109</u>
<u>Lisa Parson</u>	<u>414 Arroyo Seco Dr San Diego 92114</u>
<u>Rita Hargis</u>	<u>414 Arroyo Seco Dr. SD</u>

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Name

Address

<u>LESLIE PARADA</u>	<u>7730 TERESITA ST. SD. CA.</u>
<u>Franki Miao</u>	<u>2746 Granada Ave. SD. CA.</u>
<u>CHRISTA M. NELL</u>	<u>4467 DAWES. SD 92109</u>
<u>JOHN SINCLAIR</u>	<u>2211 Pacific Beach DRV SD 92109</u>
<u>RALPH FACUTERA</u>	<u>6304 Friars RD #342 SD 92108</u>
<u>Andrew Martiny</u>	<u>3524 Wilburton Ave SD 92117</u>
<u>Socorro Martiny</u>	<u>3924 Wilburton Ave (92117)</u>
<u>Bobby "Brain" Cappocin</u>	<u>725 Kingston Ct #A San Diego Ca 92109</u>
<u>Walter Blankenship</u>	<u>4355 Utah Street #10 SD. 92104</u>
<u>SONNY COFFMAN</u>	<u>3953 PALACE ST. SAN DIEGO, CA</u>
<u>Kim C McLeod</u>	<u>8th Martin Luther King San Diego Ca. 9210</u>
<u>Jim Russell</u>	<u>6233 Cam MARCATE San VIEGO 92111</u>
<u>Muri Eller</u>	<u>5101 Dorman Dr. San Diego 92115</u>
<u>CARL ELLER</u>	<u>5101 DORMAN DR S.D. 92115</u>
<u>Samantha Fielder</u>	<u>3340 Linda Avenue S.D</u>
<u>KURT BRIDGES</u>	<u>2020 MOCKINGBIRD LANE</u>
<u>Greg J. Chin</u>	<u>8209 SARL La MESA CALIF</u>
<u>Vanessa M. Smith</u>	<u>4166 Corte Dila Luna San Diego</u>
<u>Robbie Bain</u>	<u>4766 Penitencia Ct. San Diego</u>
<u>Lewis P. Baum</u>	<u>2060 Via LADITA La Jolla</u>
<u>Tim Cady</u>	<u>2997 Mission Blvd #204 SAN DIEGO</u>
<u>Douglas K McLeod</u>	<u>6765 Alvarado Rd. #12 SD. 92120</u>
<u>JAYNA GAMMEIGARD</u>	<u>6765 ALVARADO RD #12 SD CA 92120</u>
<u>Mary Slattery</u>	<u>3773 Haines St. #25 S.D. 92109</u>
<u>BR Harmon</u>	<u>3773 Haines St #25</u>

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Name

Address

Jan Johnson

9539 Fermi Ave. S.D. CA. 92123

Shirley Jungquist

PO Box 10097 Zapata, CA 92126

Patricia Bishop

7320 Florey St SD 92122

Kase Yamasaki

5415 Lodi Place, SD 92117

Walter R. Hughes

1850 Cedar St, Ramona 92065

Beryl Cox

13735 E. Lakeview Rd Lakeside 92040

Cynthia Walker

11171 Camino Ruiz SD, CA 92126

Pamela McHalle

606 Arenas St La Jolla CA 92037

E. T. M.

1164 Ave Amantea La Jolla CA 920

Tonya T. T. T.

3855 Mount Airworth Ave. SD 92111

Wanda R. R.

2474 "F" #D San Diego, CA 92102

Karen Lee

90 Box 281 Cordillera CA 92024

Sue Preluzni

3750 Jewell SD. 92109

John Vignola

2159 Fieger St SD 92105

William E. Stuchins

4451 Hilltop Dr S.D. CA. 92102

Norma Russo

2273 El Amigo Rd Del Mar 92014

David Morris

9152 Bubbly with C West 92040

Kevin E. T.

798 Island Court SD 92109

Denise Briles

7870 C. P. L. Ave. Tucson, AZ 85715

Barbara Bartlett

1304 E. Bell Rd Sp. 42 Phx. AZ 85022

Billy Ray

2620 E. Attila #11 Phx AZ 85016

Gary James

561 Murray Dr. El Cajon. 92020

CHRISTOPHER JAMES

561 Murray Dr. El Cajon, CA. 92020

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Name

Address

<u>Mary Mayne</u>	<u>1575 Village View Rd Encinitas</u>
<u>Fred Mayne</u>	<u>" " Encinitas</u>
<u>Betty Haskins</u>	<u>2109 Vista Rica Rancho La Costa, Calif.</u>
<u>William L. Haskins</u>	<u>3109 Vista Rica Rancho La Costa, Ca.</u>
<u>Robert R. Lund</u>	<u>R. Camarillo Ca 91730</u>
<u>Bill & Al M.</u>	<u>4775 Colony Rd. Van Nuys, CA 91411</u>
<u>Carolina Dyer</u>	<u>4775 Colony Rd. Van Nuys, CA 91411</u>
<u>Roberta Feinberg</u>	<u>4775 Colony Rd. Van Nuys, CA 91411</u>
<u>Nancy Feinberg</u>	<u>3500 La Jolla Village Dr.</u>
<u>Kathy Feinberg</u>	<u>4252 Ingraham St</u>
<u>John Feinberg</u>	<u>4252 Ingraham St</u>
<u>Frances H. Hargis</u>	<u>55 Anthonyville Rd</u>
<u>Emily Alfieri</u>	<u>3958 Carson St. S.D. 92117</u>
<u>Helen Alfieri</u>	<u>4055 Laurel S.D. 92109</u>
<u>Susan Brooks</u>	<u>7427 Sager SD 92111</u>
<u>Nancy M. Stradley</u>	<u>3430 Olive St SD 92104</u>
<u>Helen E. Stradley</u>	<u>8359 Menkar Rd SD 92126</u>
<u>Kinda Thomas</u>	<u>8359 Menkar Rd San Diego 92126</u>
<u>Sharon Williamson</u>	<u>2057 Thomas Ave S.D. 92109</u>
<u>Marigene Roberts</u>	<u>3250 Ashland St S.D. 92111</u>
<u>Dennis Hall</u>	<u>1299 Vista Capitan Dr. El Cajon, Ca. 92020</u>
<u>Russ Tuberville</u>	<u>1489 Flair Encinitas Dr. Encinitas, 92020</u>
<u>Kim Tuberville</u>	<u>7123 E. Lexington #2 El Cajon</u>
	<u>5422 Highwood Dr S.D.</u>

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Name

Address

~~PATRICIA~~

Tattie Watson

James O'Brien

Cary S. Turner

~~Self~~ ~~Handwritten~~

~~Charles~~ ~~Handwritten~~

Michelle Norman

Edward Ripalda

Brian Kneifer

~~Handwritten~~

Shavice Munson

Devon Family

MARTIN CORBON

KAY COBURN

Mike Manos

Lisa Wooden

Danthera F. Rodriguez

Malinda Wilson

~~Handwritten~~

Carla Jones

Ann Larkin

Cathy Wilson

Paulita Mergens

Julie (Vain)

Patricia (Vain)

John (Vain)

Mark Cannon

4314 Mt Castle Ave SD 92117

3647 Twin Trails Dr. SD ~~92117~~

6198 Biltmore St. San Diego 92117

3634 Monte Le Drive SD 92111

3038 Bonstock A AD CA 92111

PO Box 371191 SD CA 921371191

110 ACORN LN. #206 Pittsburg, CA 94565

20722 BARTLETT LN. HAYWARD, CA 94541

901 COVERT CT. CA. BEACH, CA 92346

2810 Franklin #30 SF PA 94123

6647 GROVLY CIRCLE Culvercity 90231

1825 Sugar Pine Lane, Cotton, CA 92324

23111 Newport Sp. 163 Grand Terrace 92322

832 Capistrano Pl San Diego 92109

1388 Bluffery 94 Jamul CA 92035

6222 10039 Sankana Ranch Lane Santee 92071

9980 Sundry Dr #103 Santee CA 92071

2150 PACIFIC BEACH DR SAN DIEGO CA 92131

13815-7 Johannesburg Dr Poway Ca. 92064

970 Malibu St El Cajon, CA 92020

3650 So. Granada CDD, CA. 92077

9958 Golden Ln H. Santee CA 92071

9958 Golden Ln H. Santee CA 92071

9958 Golden Ln H. Santee CA 92071

5252 Balboa Arms Dr. San Diego CA 92111

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Name

Address

Joni Davis	740 SADDLE ST #1 PACIFIC BEACH CA 92109
Mary Walker	9249 Villapalomar Dr #210 SD CA 92122
Kaylene Ann Hill	1156 HORNBLAND #7 SAN DIEGO, CA. 92109
Choy Rengullo	Central Ave Lemon Grove, Calif.
Pat Ross	2423 Edding Dr. Lemon Grove, Ca 92045
ANNE BALLADINO	2441 EDDING DR. L.G. CA 92045
CLIFF SILBIGER	2494 REILL VIEW DR Esc. CA 92025
Archie Vashe	1912 Pacific Beach Dr. 92109 SD
Kathy Otto	14980 Elm Hesperia, CA 92345
Andrea Singer	14980 Elm Hesperia, CA 92345
Jim Singer	14980 Elm Hesperia, Ca. 92345
Thad Smoona	3161 54th San Diego CA 92105
Doree Smoona	3161 54th San Diego Ca. 92105
JOHN WAYNE	311B DENVER ST. SD 92117
Angie Brant	PO Box 4626 Carlsbad Ca 92008
Cynthia Mueen	2495 Toffen St Carlsbad Ca 92008
Linda M. Brennan	5091 Alvarado place San Diego
Jim Serpa	738 Dover Ct #2 SD 92105
DEBBIE ROXBOROUGH	738 DOVER COURT #2 SD CA 92109
Joseph Dunn	4217 Bannock St SD CA 92117
Sandra Brotan	5733 LG Blvd LG 92037
Barbara Kunkel	786 GRAPE St, El Cajon Ca 92021
El Klotzsch	21111 E. Benbow Covina, Ca 91107
Peterson King	29111 Knapwood Yuba City CA 95601
	14846 Espola Rd. Poway Ca.

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Name

Address

Brenda Beggs

14846 Espola Rd Poway

Reberta Delafra

13666 Kellam Ct San Diego

Alyan Dennis

6117 Gaminito Pk S.D.

Phil Warner

538-3 S. GARDNERLY PL. LOS ANGELES 9002

Jim Chmura

7362 BAYSIDE WALK S.D. 92109

James Owen

4328 Clmt Mesa Blvd. #81 S.D. 92117

John D. Galloway

1844 Camino del Mar #17 Del Mar 92041

B. Baker

3302 Bayview Way - 92107

Danice Coder

6906 Gramercy Pl #10 92123

Tony Arlio

2531 El Capitan Turck, CA. 95380

Carolyn ARGO

" " " " "

~~Ruthy Burt~~

~~8636~~

Anthony Flynn

NTC-SSC BE/E SCHOOL

Mark Cox

NTC-SSC BE/E School

Helena Vidberg

1585 Sunset cliffs blvd.

John Handman

4312 NARRAGANSETT AVE

~~John Handman~~

1177 W. Howard St S.D. 92117

Michael Leonard

P.O. Box 654

Creditor

La Jolla, CA 92038

Carol Harris

4726 Voltaire, SD 92107

Angela Kulasimes

21350 Mission Blvd.

Volney Howard

" "

Craig Hickox

" "

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Name

Address

McElschli

3104 Freeman St; S.D 92106

Sketh

3250 STRANDWAY SAN DIEGO 92109

H. ROLL

3250 Strandway S.D. CA 92109

Prater L.

"

D. Gray

4884 Talmadge Park Row S.D. 92115

Diane Sexton

3645 Texas #7 SD 92104

Kimberly Day

4370-K West Pkema S.D. 92107

Matthew Beran

Bookham, Surrey, England

Tony Beran

" " KNOX

Michael Beran

" " "

B. Beran

" " " 4455 Blossom Vly RD 92111 (in 92021)

Andrea Nichols

"

Carol Parker

"

Demetria Boyd

251 Deerock Pl San Diego Ca 92114

Shirley Foster

6438 Bundy Ct S.D. CA 92120

John Huen

" "

FRANK PETERS

5925 Vito Cleg San Diego 92115

BEV FARIA

2874 KENDALL ST. S.D. 92109

STU BROWNE

3266 P.B. Dr. S.D. 92109

Shawn Fernandez

3658 BAYSIDE LANE S.D. 92109

BRENNA PERCELL

1016 HARBORVIEW

Brian Burns

6902 GLOVER Rd MILNER BC CANADA VOX 110

PAT LEVINE

4165 S AVE San Diego cal 92103

J.L. Jones Jr.

4165 S AVE San Diego cal 92103

730 Pover Ct. S.D. 92109

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Name

Address

Geri Paitas

506 X Samford Ave.

Lisa Sandra

2155 Turrel Pines Rd.

Ken Newton

3140 Midway A 712

Travis Pl

11359 Travis Pl S.D. 92126

Frank Vito

11359 TRAVIS PL S.D. 92126

Brian Kennedy

4444 31st St SD 92116

Chris Kennedy

3958 Pringle St SD 92103

Mike Seal

2517 Colk Twp Lands SD 92139

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Name

Address

Keith Davis

4051 Euclid #E S.D. 92105

Marianne Harguindgy

3446 Yosemite St. 92107

Lynsey Bates

1770 W. Lewis St SD 92103

Dan Cooper

6230 Pawly D LI SA-92037

Brad Boer

726 Santa Barbara CA 92109

ANA BRICKER

(60) LAKESIDE DR. CA 92119

Elmyr W. H.

601 TITAN DR Fullerton, CA 92631

Alice Renee Pierce

4655 Thorn St. S.D. CA 92105

Robert R. Ralston

1267 Ram St. Brea, SD CA 92131

John Oats

4647 Zinn Ave SD 92120

Robert B. Smith

2999 Hidden Hills Rd S.D. 92109

Jason Kirkham

4355 Robin Ln 92020

Ali MAMAGHANI

1371 EASTSIDE Rd 92020

Ann Samson

Box 2025 La Jolla 92038

Eric BARTON

727 SAN LUIS REY SD. CA 92109

Frank Yahr

1534 Tokop T.E. 92111

Daniel K. Smith

5322 JAVIER ST. S.D. 92117

Stephen Cameron

739 SANTA BARBARA PL S.D. 92109

Greg B. B. B.

2999 Mission Blvd. S.D. 92107

Robert D. B. B.

3676 CROOK & DR SD 92109

QUINCY

4868 San Juan 92109

Robert L. K.

2728 Bayside Wc 92109

Joe L. B.

8510 COASTAL E.C. 92121

This petition is to be submitted to the city planning department of San Diego. Its purpose is to support the operation of the Big Dipper roller coaster at its present site in Belmont Park, Mission Beach. Please sign if you would like to see this coaster running again soon.

Name

Address

John E. Moore

3308 MISSION BLVD MISSION BCH 92109

J. Jones

1455 N. BROADWAY #A ESCONADO CA 92026

M. Hinkle

7315 FORMAL CT. SD CA 92120

April Lempke

693 Remonte EL CAJON 92020

Lane Reblantz

1460 Vista Dela Montana EL CAJON 92021

Henry A. Reblantz

2864-47th ST. SAN DIEGO CA 92105

Adam Hinson

3308 MISSION BLVD MISSION BCH 92109

Walter M. R.

4043-97 Puntas de Palmas S.D. CA. 92122

Walter R.

8166 Lake Henner Dr #140 92119 SD CA

Janet T. R.

8666 W. Ashmore Dr. #140 S.D. 92119

Monica H. R.

1027 TURMAINE #B SD

Eileen Hays

7787 Tommy Dr S.D. 92119

Eleanor Kitchen

7787 Tommy Dr A1 92119

Mike Boggess

3450 Mission Blvd. S.D. 92109

Luigi G. R.

3450 Mission Blvd. S.D. CA. 92109

Bobby Ward

5049 Voltaire St SA CA 92107

R. CAROLYN HAGLER

7350 LA MESITA PL - LA MESA 92041

Chris McAuliffe

3021 Freeman Street San Diego Ca. 92106

James H. R.

720 Salm Ct SD CA 92109

Glenn H. R.

743 Avalon SD CA 92109

Nick Ward

2981 Green St SD CA 92107

Loa Monell

5049 Voltaire St San Diego CA 92107.

Carolyn EDIC

12532 JACKSON HILL DR. EL CAJON 92021

Bill Sheehan

PO Box 90292 S.D. CA 92109

James J. Hays

3981 Harton St S.D. CA 92111

● Please Sign! ●

This petition is to be submitted to the city planning department of San Diego. It's purpose is to support the operation of the Big Dipper roller coaster at its present site in Belmont Park, Mission Beach. Please sign if you would like to see this coaster running again soon.

Name

Address

William Kelley
Robert M. Kelley
Bambi Lombardi
John C. (Mike) Caine
John B. Caine
Shirley Caine
Ludrey Martin

8333 Rumson Dr, Santee, CA
3119 Sweetwater Springs Blvd #66 Spring Valley CA
3672 Clairmont Dr, #10, SD, 92117
9958 Goldenwest Dr Santee 920
9958 Goldenwest Dr Santee 920
9958 Goldenwest Dr Santee 92071
99104 Goldenwest Dr Santee 920

SUMMARY

The project is the restoration and operation of the roller coaster on the city-owned property at Mission Beach Park. The land and the roller coaster structure would be leased to the San Diego Seaside Company who would restore and operate the ride in conformance with the terms of their lease with the city. Discretionary actions necessary for the project include approval of the lease by the City of San Diego, and issuance of a Coastal Development Permit.

HISTORICAL RESOURCES

The Mission Beach Giant Dipper roller coaster was built in 1925 by the Prior and Church Company for the business interests of John D. Spreckels, as part of the original development of Mission Beach. In 1973 it was registered as site number 90 by the City of San Diego Historic Sites Board. In 1978 it was included on the National Register of Historic Places, and in 1986 the structure was designated a National Historic Landmark by Secretary of the Interior Donald Hodel.

As proposed, the original plan and profile of the roller coaster would be retained, as would the unique structural features which contribute to its historic value. The original coaster cars are no longer viable under modern safety standards; these would be replaced by cars similar to those now in operation on the Santa Cruz Giant Dipper. Where required, new replacement materials would be in substantial conformance with the structure's original visual characteristics. All proposed maintenance and restoration measures must be in accordance with a historically true design. In addition, the restoration must comply with *The Secretary of the Interior's Standards and Guidelines for Historic Preservation Projects* as part of the existing agreement with the State Office of Historic Preservation. Consultation with the State Office of Historic Preservation and the City of San Diego Historic Sites Board is required, and will insure that these procedures are followed.

Because of the terms of the lease and measures already incorporated into the project, no significant impacts to historical resources are expected and no mitigation is necessary.

TRAFFIC CIRCULATION

The maximum traffic impact to the area would be 400 to 680 vehicles per day. This is a worst case estimate based on the assumption that all riders of the roller coaster would be new trips to the beach. Most of the patronage, however, would consist of persons already at the beach who would be in the vicinity regardless of the operation of the roller coaster.

Operation of the roller coaster would contribute to the cumulative impact on local traffic circulation due to the pattern of land uses and heavy visitor traffic in the area. During peak periods, the intersection of Mission Boulevard and West Mission Bay Drive already experiences a level of service of E or F, and the project would contribute to this impact. This cumulative impact is significant.

Although no mitigation is proposed, several traffic improvements and other measures could be implemented by the city to partially reduce the overall traffic impacts in the area. The Mission Bay Coastal Access Study identifies several short-term improvements which would provide some relief from localized congestion and outlines a longer-range program to provide better circulation. These are listed in the text of this EIR.

PARKING

The entire Mission Beach community has a major parking problem due to critical parking shortages. Under the worst case assumption that all of the roller coaster riders represented new trips to the beach area, they would require 160 to 270 spaces per day. This increased demand would contribute to the cumulative significant impact related to parking demand. This cumulative impact is significant.

No mitigation is proposed. Possible measures to improve the parking situation include the use of pay parking, construction of parking structures, and expansion of shuttle programs. No specific funding mechanism or implementation strategy has been presented by either the city or other property owners, however.

NOISE

Operation of the roller coaster would raise the L_{dn} (or CNEL) values from their current range of 70-73 dBA to a new range of 74-77 dBA. All of these noise levels, both before and after operation of the roller coaster, are considered incompatible with residential uses. The maximum L_{dn} considered compatible with commercial uses is 75 dBA. Under the most noisy conditions (summer weekends), this limit would be exceeded. Because the roller coaster operation would contribute to noise levels which are already considered excessive, and the resulting noise levels would exceed city standards for the nearby residential uses, its impact on noise levels is considered significant.

Certain features of the project do serve to reduce noise somewhat, but these do not mitigate the impact.

ALTERNATIVES

The only way to reduce or avoid the significant traffic, parking, and noise impacts identified in this EIR would be to adopt one of the project alternatives discussed in this EIR.

No Project

This alternative would avoid the increases in traffic, parking demand, and noise that could be attributed to the coaster operation. The structure will remain on the site and continue to deteriorate. From a historic resource perspective, this alternative is worse than the proposed project. Not only would the riding experience, which is part of the roller coaster's resource value, be lost, but the structure itself could ultimately be lost through lack of maintenance.

Alternate Location

This alternative would involve moving the roller coaster or constructing a replica at an alternate location, such as South Shores Park or Fiesta Island. This type of major departure from the project would avoid worsening the traffic, parking, and noise impacts in Mission Beach.

Removal of the roller coaster from its historic context would constitute a serious impact to its significance as a resource, likely causing its removal from the National Register of Historic Places, and loss of its National Historic Landmark status, and would necessitate returning to the Office of Historic Preservation the funds granted for its preservation. This alternative would also require amendment of the development plans approved for other areas of Mission Bay.

Restoration Without Operation

If funding for restoring the roller coaster without operating it were to be made available, this alternative would avoid worsening the traffic, parking, and noise impacts in Mission Beach and preserve a National Historic Landmark. The city, the Save the Coaster Committee, and other interested groups have been unable to raise sufficient funds to accomplish complete restoration.

Alternate Hours of Operation

Different hours of operation would not reduce the noise (or other) impacts below a level of significance.

Alternate Restoration Plans

It may be possible to redesign portions of the coaster to include additional enclosed sections or the use of noise barriers or enclosures in an attempt to reduce the noise impacts. It is difficult to evaluate the effect of such measures without specific plans, but it is certain that the noise levels in the area would continue to exceed most applicable standards as they already do under the existing conditions. In addition, the placement of additional structures or entirely different equipment within the roller coaster would not fulfill the project objective of a historically accurate restoration.

**ENVIRONMENTAL IMPACT ANALYSIS
FOR THE
RESTORATION AND OPERATION OF THE
MISSION BEACH ROLLER COASTER
EQD No. 88-0621**

**NUMBER R-1841
FEBRUARY 17, 1989**

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I. INTRODUCTION

This environmental impact report (EIR) discusses the effects that the restoration and operation of the Mission Beach Roller Coaster would have on the surrounding neighborhood. The topics discussed in this report include traffic circulation and parking, noise, and historic values. These topics were chosen after a review of the project by the City of San Diego Environmental Quality Division (EQD). In fact, the restoration of the roller coaster and the development of the Mission Beach Park property in general have been the topics of several past environmental documents:

1974 (EQD No. 74-10-003P) An EIR was prepared for the proposed rehabilitation of the roller coaster and all of the other rides and amusements at the closed Belmont Park. This report concluded that there would be several environmental impacts, including impacts on traffic circulation, parking, and noise.

1978 (EQD No. 78-03-28) An EIR was prepared for the demolition of the roller coaster structure. This EIR concluded that the demolition "would irreversibly eliminate a registered City of San Diego Historic Site, and . . . remove a landmark and symbol of the community which has been prominent on the Mission beach shoreline for over two generations, and would remove a recreational resource which has served the community, the City and the region for over half a century."

1982 (EQD No. 82-0630) A Negative Declaration (meaning that an EIR was not required) was prepared for a General Development Plan and Capital Improvement Project to develop a city park and public facilities at the Mission Beach Park site.

1986 (EQD No. 85-0753) An EIR was prepared for the Mission Beach Park Commercial Development, which included several visitor-serving commercial buildings and public facilities.

Other documents were also prepared, including an environmental exemption for the listing of the roller coaster as a historic site.

The contents of this EIR generally follow the requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines, using the format that has been adopted by EQD. Each major topic is divided into discussions of the existing conditions, a statement of the issue, impacts, significance of the impacts, and mitigation. Other topics not discussed in this report, such as biology or soils and so on, were considered by EQD and determined not to represent significant impacts or issues of major concern.

II. ENVIRONMENTAL SETTING

The project is located at Mission Beach, on land owned by the City of San Diego between Bonita Cove on Mission Bay to the east and the beach itself to the west. Immediately to the north is Ventura Place, the westerly extension of West Mission Bay Drive, west of Mission Boulevard. North of Ventura Place is a row of small shops and restaurants some of which have residential units on their upper floor. Further to the north and northeast are dense residential areas. To the east of the roller coaster is a large parking lot, part of the city property. To the west and south are remaining areas of city-owned property which have recently been developed as the Belmont Park commercial center which includes the "Plunge" (formerly a municipal pool, now operated as a private fitness center, open to the public) and other commercial establishments. South of the commercial center is San Fernando Place, and then more residential uses in the South Mission Beach neighborhoods.

Because of the extent of the original development centered around Mission Beach Park and the popularity of the area as a regional recreation destination, the vicinity is crowded. Development densities are very high; many apartments and houses are very small and located on very small alleyways; parking, while extensive, is always overcrowded in the summer; and traffic congestion is common. During peak summer periods, the daily recreation demand in the Mission Beach Park area alone averages nearly 48,000 and the number of visitors to the South Mission Beach area, which also affects Mission Boulevard adjacent to the project site, is over 11,000 (City of San Diego 1982:Table 2).

The extent of the current traffic congestion, parking demand, and overall noise generation makes a separate analysis of the effects of a single project very difficult. It is clear that renovation and operation of the roller coaster would act as an additional attraction drawing people to the beach area. Specifically identifying the effect of the roller coaster itself within this setting, however, is impossible. The issues raised by the project are the same issues which have been raised in prior studies of this area: the effects created by visitors to the area--traffic congestion, insufficient parking, noise, use of local services--and the impacts these cause for permanent residents. These impacts are typical of the project setting itself, as they are common in all beach areas in metropolitan regions.

III. PROJECT DESCRIPTION

A. LOCATION AND BOUNDARIES

Figures 1 and 2 illustrate the location of the project within the county and within Mission Beach. The property consists of 1.16 acres in the northeast corner of the Mission Beach Park property, which has recently been leased by the City of San Diego for visitor-serving, commercial, and public uses as part of the Mission Beach Park Commercial Development (EQD No. 85-0753). This commercial center opened for business in August, 1988, as Belmont Park, reprising the name of the amusement park formerly on the property. Figure 3 shows the approved Mission Beach Park development plan, with the roller coaster parcel in its northeast corner.

Photographs 1 and 2 show portions of the roller coaster and its relation to Ventura Place to the north and the small shops and residences along Ventura Place.

The property itself (Assessor's Parcel Number 760-102-36) is owned by the City of San Diego, but the structure of the roller coaster is owned by the Save the Coaster Committee. Under the proposed lease agreement, the Committee would lease the structure back to the city, who would then lease both the land and the structure to the San Diego Seaside Company, who would restore and operate the roller coaster.

B. OBJECTIVES

The objectives of the project, as stated in the Request for Qualifications issued by the City of San Diego (1987:2) are to renovate and operate the roller coaster in a safe and financially successful manner that respects the historic significance of the roller coaster. The roller coaster was built in 1925 and has been designated a National Historic Landmark by the Secretary of the Interior. In 1985, the City of San Diego and the Save the Coaster Committee received funds for partial restoration of the roller coaster under the Historic Preservation Grant Program administered by the California State Parks and Recreation Department, Office of Historic Preservation. As stipulated by the grant agreement, the structure must be maintained and/or restored in accordance with *The Secretary of the Interior's Standards and Guidelines for Historic Preservation Projects* and in consultation with the Office of Historic Preservation (Itogawa 1988); if this does not occur, the grant agreement stipulates the return of the funds granted or allocation of the funds to an acceptable alternative restoration project (Terese A. Enos, City of San Diego Park and Recreation Department, 9/16/88). The proposed lease agreement (City of San Diego 1988:41) states the objective as follows: "The essential scope of [the] General Development Plan is the restoration, operation and continued maintenance of the coaster structure in accordance with an historically true design"

C. CHARACTERISTICS

During the construction phase, the project would include the restoration of the existing roller coaster structure, repair of old equipment and installation of new equipment, and building some new ancillary structures. The proposed lease agreement (City of San Diego 1988:Section 9.06) has a detailed list of

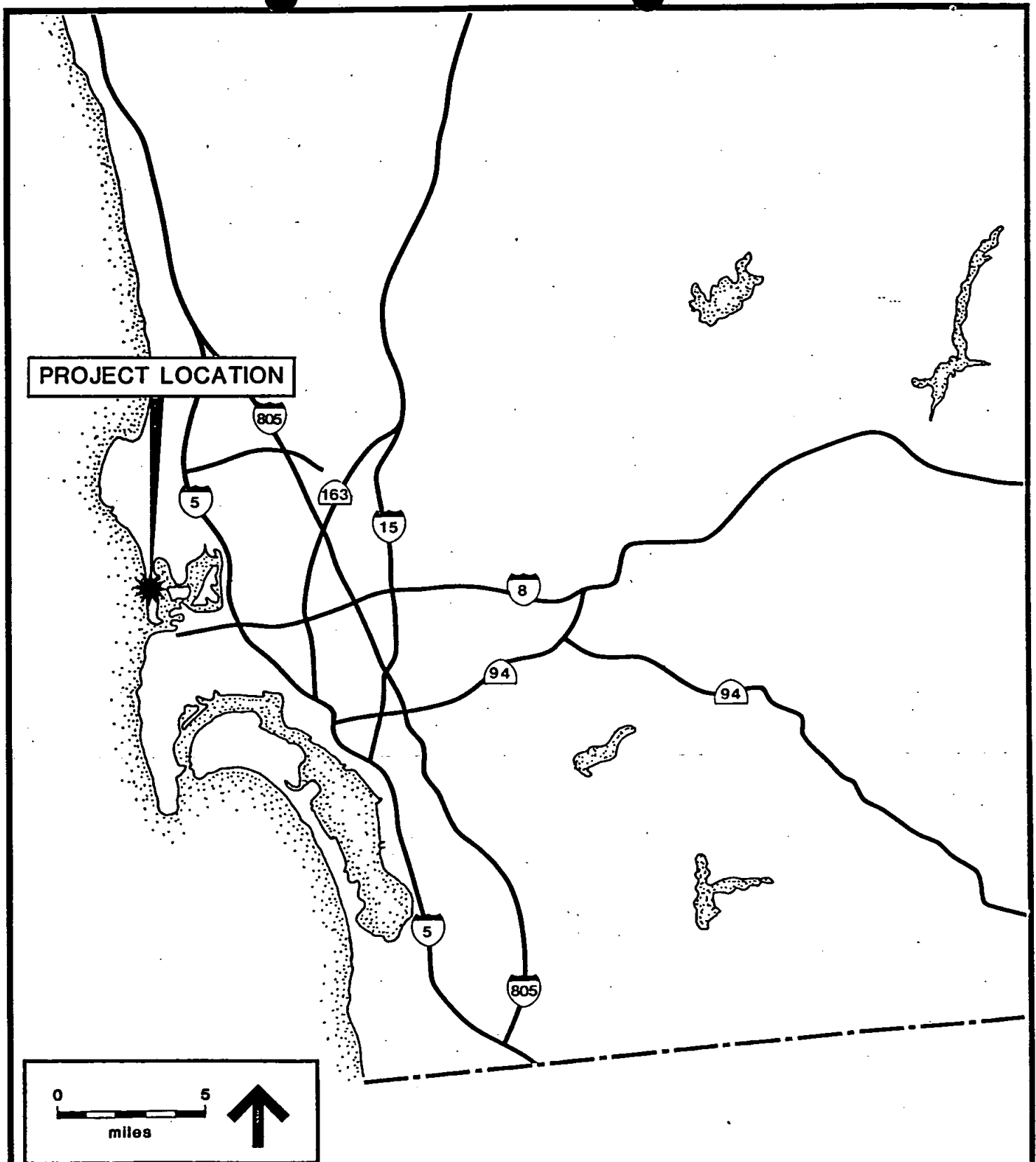


FIGURE 1. LOCATION OF THE PROJECT RELATIVE TO WESTERN
SAN DIEGO COUNTY

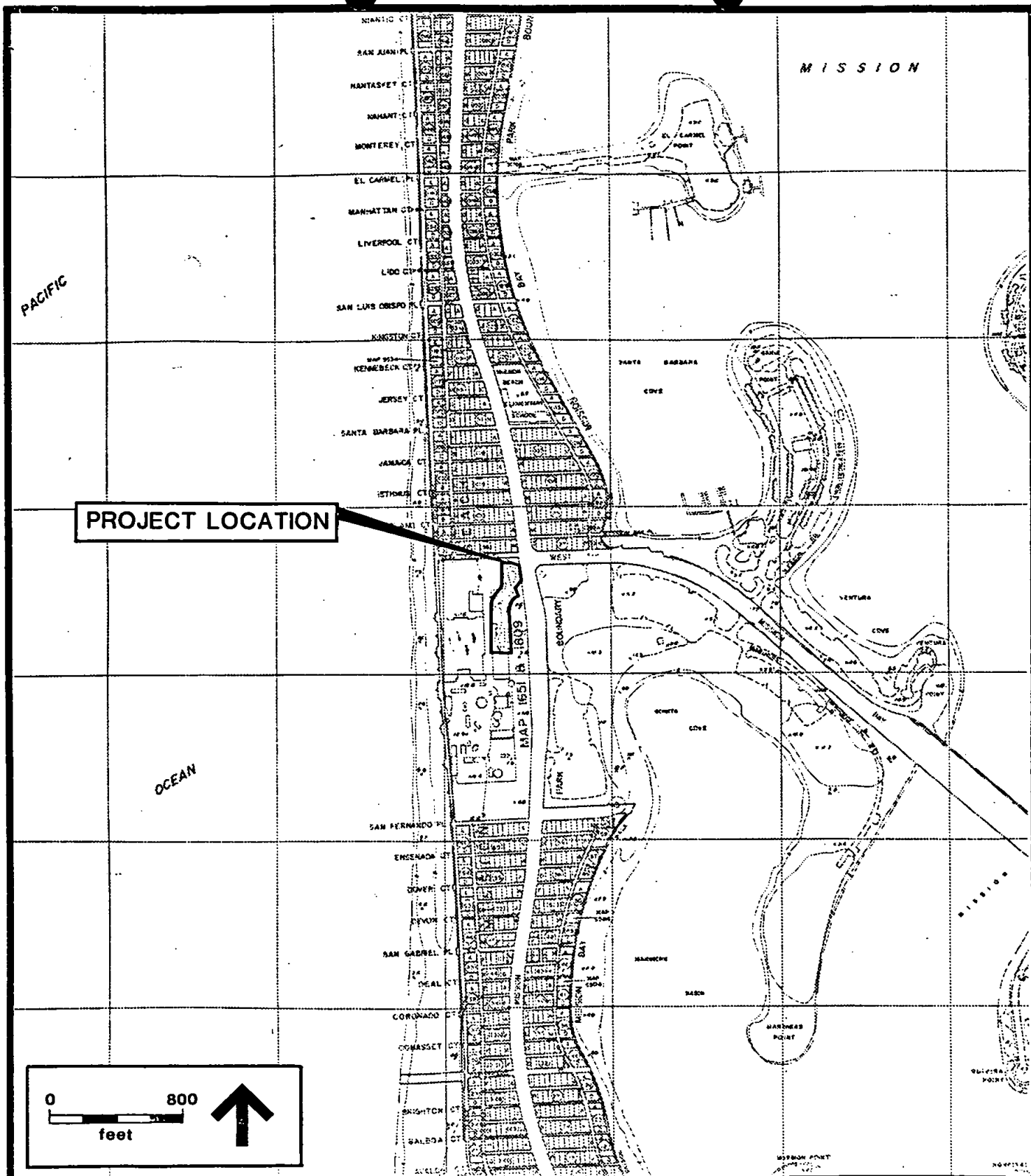


FIGURE 2. PROJECT LOCATION ON CITY OF SAN DIEGO 800' SCALE MAP, NUMBER 218-1689

FIGURE 3. PROJECT LOCATION ON THE MISSION BEACH PARK SITE PLAN



PHOTOGRAPH 1. VIEW TOWARDS THE NORTH FROM THE ROLLER COASTER, SHOWING VENTURA PLACE AND RESIDENTIAL AREAS TO THE NORTH



PHOTOGRAPH 2. VIEW TOWARDS THE EAST ALONG VENTURA PLACE

improvements for the project. These include a variety of restorations to the existing tunnel and its equipment, the lift structure and its equipment, the station brakes, the maintenance shed, the transfer table, and the station shed; new vehicles; renovation of the main structure; and construction of a new museum, Giant Dipper sign, and ticket booth. In addition, the lease stipulates that one or two of the original cars would be restored for display, and that a 600-square-foot museum space would be provided.

The proposed lease (City of San Diego 1988:Section 9.07) also lists the maximum hours of operation:

Summer

Sunday-Thursday	11 a.m.-10 p.m.
Friday & Saturday	11 a.m.-11 p.m.

Winter

Weekends only	11 a.m.-6 p.m.
---------------	----------------

Spring and Fall

Monday-Thursday	11 a.m.-8 p.m.
Friday-Sunday	11 a.m.-10 p.m.

Specific Exceptions

Memorial Day weekend	11 a.m.-1 a.m.
July 4	
Labor Day weekend	

The proposed project is based on the assumption that from 300,000 to 500,000 people would ride the roller coaster per year. Average operation of the coaster would consist of 12 rides per hour (Hutton, San Diego Seaside Company, 6/15/88).

D. DISCRETIONARY ACTIONS

At the present time, the only discretionary action necessary for the project is City Council approval of the lease agreement. Subsequent actions which may be necessary include a Coastal Development Permit and approval of detailed improvement plans by the City.

IV. ENVIRONMENTAL ANALYSIS

A. HISTORICAL RESOURCES

Existing Conditions

The Mission Beach Giant Dipper roller coaster was built in 1925 by the Prior and Church Company for the business interests of John D. Spreckels. The coaster is representative of an era in American recreation and is one of the last intact structures of its kind. By 1982, only 30 large wooden roller coasters survived from the heyday of coaster construction in the 1920s and 1930s, when some 1,200 were in operation. Currently, only 18 such roller coasters still exist (letter of comment from Mike Chew). Like many of its contemporaries, the coaster was a key attraction in a seaside amusement park and was linked to real estate development in the surrounding area. The Giant Dipper is one of only three remaining coasters built by Prior and Church, pioneers in thrilling roller coaster rides at a time when a growing number of Americans were fascinated with daring amusement rides. Substantially retaining its contextual and structural integrity, the Giant Dipper today recalls the lively origins of Mission Beach and continues to embellish the recreational atmosphere of the community (Kyriazi 1976; La Mar 1988; Ciani and Ciani 1978; Charleton 1984, 1986).

The historic significance of the roller coaster has been formally recognized many times. In 1973 it was registered as site number 90 by the City of San Diego Historic Sites Board. In 1978 it was included on the National Register of Historic Places, and in 1986 the structure was designated a National Historic Landmark by Secretary of the Interior Donald Hodel.

It should be noted that the name of the coaster has varied over the years. Originally the Giant Dipper, it was renamed Earthquake in 1957. (One letter of comment states that the name "Earthquake" was applied in 1976, and it was referred to only as "Rollercoaster" after the Giant Dipper name was dropped after a fire in the mid-1950s.) It has also been referred to as the Big Dipper and the Rollercoaster. Because Giant Dipper was the original name, and because a Giant Dipper sign would be provided as part of the proposed project, that is the name used in this report.

At the peak of popularity, during the mid-1920s through the early 1930s, amusement parks across the country were fashionable family entertainment. Beginning with the Centennial Exposition of 1876, there was growing, widespread interest in fairs and expositions. The 1893 World's Columbian Exposition in Chicago was the first to offer the shows, concessions, and rides which came to be associated with amusement parks. The Ferris wheel was introduced at the 1893 exposition. The popularity of the amusements was reflected in the profitability of parks such as Coney Island, which experienced extraordinary growth in the early twentieth century and served as a prototype for many parks (Kyriazi 1976: 12-42). The strong popularity of this type of social interaction provides insights into the period. By the time Mission Beach Amusement Center was being planned, well-placed amusement parks were a proven means of attracting riders to new trolley lines, and this often stimulated growth in developable areas outside established urban areas (Kyriazi 1976:99, 121)

The key individual in the development of Mission Beach was John D. Spreckels. A millionaire magnate in the sugar industry, Spreckels was a major force in San Diego from the late 1880s until his death in 1926. During his tenure in San Diego, Spreckels acquired and developed extensive real estate holdings, utilities, public transportation, newspapers, and banks. He completed the Hotel del Coronado, the Lower Otay Reservoir, and the San Diego and Arizona Eastern Railway. The Spreckels Theater downtown and the Spreckels Organ Pavilion in Balboa Park are among the structures credited to J. D. Spreckels. In Mission Beach, Spreckels was the major investor and the prime mover (Ciani and Ciani 1978; La Mar 1988).

The development potential of the narrow, sandy peninsula which became Mission Beach had been recognized as early as 1908 by Progressive-era city planner John Nolan. But the area was relatively inaccessible and had little to attract attention. Beginning in 1914, companies under the aegis of Spreckels platted Mission Beach; graded, paved, and named its streets; built a bridge and electric trolley lines to San Diego; and installed utilities. The main objective was to sell residential lots in Mission Beach (La Mar 1988). Before 1920, there were setbacks, such as losing the bridge in the 1916 flood, and a depressed real estate market during World War I. But business improved in the 1920s. Growth in communities like Coronado and Ocean Beach created favorable real estate markets and served as examples of what could happen in Mission Beach. The concept of Mission Beach as a comprehensively planned resort community took shape. The community was laid out in a street and court pattern, with convenient public transportation and easy pedestrian access playing an important role in the design. The seawall and boardwalk were begun. By 1925, Mission Beach was an innovative example of modern city planning (Powell 1981:1-43).

To attract riders on the trolley and interest in the beach community, Spreckels built a state-of-the-art amusement park. As Spreckels put it, his goal was to "provide the people of San Diego, and the countless thousands who come here . . . , with recreational facilities that would equal any . . . in the country" (Lindemulder and Swink 1983). The Mission Beach Amusement Center opened in 1925, and residential growth in Mission Beach proceeded at a rate unprecedented in San Diego (La Mar 1988). The park's 33 acres included a roller rink, a dance casino, cafes, the natatorium (Plunge), the roller coaster, and a variety of amusements in a section named Luna Park, after the famed park in Coney Island. The Mission Beach Amusement Center's Luna Park was designed and engineered by T. H. Eslick, an experienced architect and amusement builder (Twomey n.d.). Revealing the influence of the Panama-California Exposition of 1915, the architectural styles of the dance casino and the natatorium were Spanish Renaissance, like the buildings in Balboa Park (Lindemulder and Swink 1983).

The Mission Beach Giant Dipper, reflecting the Spreckels approach to development, was to be the best of its day (Powell 1981:19). The influential Prior and Church Company, noted for its innovations in roller coaster design, engineered and built the coaster. The company combined the engineering genius of Frederick A. Church with the experience of Thomas Prior, and later his son Frank, in amusement park development. The Prior and Church Company developed a reputation for building fast, exciting rides. Fred Church had formal training in engineering, something unusual among coaster designers at the time. His patented innovations in track construction and a special ball-and-socket car coupler enabled the design of rides with the steep, tight, twisting curves and

quick roll oscillation which were characteristic of his well-known "Bobs" coasters. Most Prior and Church coasters were built on the West Coast of California, but their coasters also were built in Hawaii, British Columbia, and England. Of the 50 coasters built by Prior and Church, the only survivors are the Mission Beach Giant Dipper, the Santa Cruz Giant Dipper, and the Dragon Coaster at Rye Playland in New York (Munch 1982; Cole 1986; Cole, Save the Coaster Committee, 7/16/88; Chew, American Coaster Enthusiasts, 7/16/88).

The Depression, and the death of John Spreckels in 1926, ended the dreams of even greater facilities in the Mission Beach Amusement Center. A convention center, hotel, ice rink, and water sports stadium had been planned. In 1934, the park was donated to the State of California by the Spreckels family, and the State leased it to the City of San Diego. The City received title to the property in 1939. The amusement rides and concessions were leased to Wayne Dailard in 1940 and to Larry Finley in 1944. The World War II years brought a major upsurge in the use of the amusement center. In 1954, the concession was leased to John Ray, a Canadian who renamed the park "Belmont Park." In the same year, the roller coaster was damaged in a fire. Three years later, after extensive repairs, the coaster was reopened. In 1969, William Evans purchased the lease and held it until 1977, when the City terminated the lease for nonpayment of rent (Twomey n.d.). The Giant Dipper was finally closed when Belmont Park closed in December, 1976 (Cole 1986).

In 1977 the City Council determined that the roller coaster and other amusements should be razed to make room for a "passive" park and ordered William Evans to do so. In part because the coaster had been registered with the City Historic Sites Board since 1973, an EIR was required. The EIR concluded that the demolition of the coaster would result in the loss of a historic site without satisfactory mitigation. In September 1978, the coaster was determined eligible for the National Register of Historic Places. After the City made an unsuccessful appeal of the determination, the coaster was placed on the National Register in December, 1978 (City of San Diego 1978, 1983).

In 1981 William Evans donated the coaster to the newly formed Save the Coaster Committee, an organization of preservation-minded volunteers. In 1982 the Committee gained legal nonprofit status and ownership of the coaster. The group performed historical and structural research and began the restoration process with the assistance of a State Historic Preservation Grant in 1986 (Cole 1986). Under the present proposal, the Save the Coaster Committee would retain ownership of the structure. A lease agreement would enable the restoration and operation of the Giant Dipper.

Issue

What impacts to historic resources would occur through the restoration, operation, and/or maintenance of the Giant Dipper roller coaster?

Impacts

As detailed in the proposed lease (City of San Diego 1988:Section 9.06), the proposed rehabilitation would upgrade the roller coaster to safe operating standards, while substantially retaining the historic features of the structure. The original plan and profile of the roller coaster would be retained. The laminated track design patented by Fred Church would be used in

the track reconstruction. The new braking system would be visually identical to the original old system but would be mechanized to meet current safety standards. The original coaster cars are no longer viable under modern safety standards; these would be replaced by cars similar to those now in operation on the Santa Cruz Giant Dipper. Where required, new replacement materials would be in substantial conformance with the structure's original visual characteristics.

Included in the proposed lease agreement is the requirement for the operator to construct a museum building or museum display space of 600 square feet. The museum would be located within the parcel on which the roller coaster sits and would enable public display of historic materials from the roller coaster, such as an original coaster car, as well as the interpretation of the history of amusement parks and the Mission Beach Amusement Center.

Under the terms of the City's lease (City of San Diego 1988:Section 6.12), all proposed maintenance and restoration measures must be in accordance with a historically true design. In addition, the restoration must comply with *The Secretary of the Interior's Standards and Guidelines for Historic Preservation Projects* as part of the existing agreement with the State Office of Historic Preservation. Consultation with the State Office of Historic Preservation and the City of San Diego Historic Sites Board is required and will insure that these procedures are followed.

Significance of the Impacts

The proposed project would restore a recognized historic resource under accepted guidelines. The replacement of material and equipment necessary for the restoration is not considered a significant impact.

Mitigation

No mitigation measures are recommended, because no significant impacts to historic resources are anticipated.

B. TRAFFIC CIRCULATION

Existing Conditions

The 1.2-acre project site is located within Mission Beach Park (formerly Belmont Park) in the City of San Diego. Mission Beach Park is situated between Mission Beach (the most popular beach in the San Diego region) and Mission Bay Park. Each year, millions of tourists visit Mission Bay Park, a 4,000-acre tourist resort area (City of San Diego 1982:5). Daily visitation figures during the peak periods are over 47,000 for Mission Beach Park, and over 11,000 for the South Mission area which has access via Mission Boulevard adjacent to the project site (City of San Diego 1982:Table 2).

The circulation system in the project vicinity consists of two principal streets: Mission Boulevard and West Mission Bay Drive, with Mission Boulevard coursing north/south along the eastern project boundary. West Mission Bay Drive intersects the eastern side of Mission Boulevard, while Ventura Place intersects the western side. Both Mission Boulevard and West Mission Bay Drive have two travel lanes in each direction, while Ventura Place has a single lane in each direction.

Based on existing operating characteristics, West Mission Bay Drive is classified as a primary arterial. North of West Mission Bay Drive, Mission Boulevard is classified as a major street, while to the south it is classified as a collector street. All other streets in the area are local streets. Ventura Place provides access to the parking area in the northern portion of Mission Beach Park, to the business establishments along the northern side of Ventura Place, and (via an alley) to residences to the north.

The site is located at the major transportation hub (automobile and bus) for South Mission Beach and Mission Beach. This area is the primary entrance to the Mission Beach community, the most densely developed residential community in the City of San Diego (City of San Diego 1975:2). In the Mission/Pacific Beach area, the worst congestion is at the West Mission Bay Drive/Mission Boulevard intersection. Although this intersection is controlled by a traffic signal and there are dual left-hand turn lanes on West Mission Bay Drive, during congested periods the traffic on West Mission Bay Drive blocks the intersection and prevents the flow of cross traffic. The congestion problems are also compounded by parking, since a significant portion of the local traffic consists of automobiles driving around in search of parking places. Cars will often block one or two available lanes in either direction for considerable periods of time while a driver waits for another party to enter and load a parked car and then vacate a space. Traffic flow at major intersections is also impeded by bicycle and pedestrian traffic (JHK & Associates 1988:6).

Existing traffic volume counts for West Mission Bay Drive and Mission Boulevard were obtained from City of San Diego records and are presented in Table 1. During the summer months, the level of traffic is substantially higher than during other times. On Saturday, counts are higher than on Sundays or weekdays. On a few days each year, special events (e.g., annual over-the-line tournament, Fourth of July, etc.) will stimulate a greater amount of traffic than the summer average.

TABLE 1
DAILY TRAFFIC VOLUMES

Location	1986 (1)	1987 (2)
<u>Weekday (Summer)</u>		
West Mission Bay Drive East of Mission Blvd.	41,100	45,000
Mission Boulevard		
North of West Mission Bay Dr.	25,800	27,000
South of West Mission Bay Dr.	11,400	13,000
<u>Weekend Day (Summer)</u>		
West Mission Bay Drive East of Mission Blvd.	50,000	
Mission Boulevard		
North of West Mission Bay Dr.	29,800	
South of West Mission Bay Dr.	15,300	

Source: (1) City of San Diego 1986a:4-22

(2) JHK & Associates 1988:Figure 2-5. These 1987 figures are for Annual Average Weekday traffic volumes.

Peak hourly traffic volumes have been compiled from City of San Diego counts. As with the daily counts, peak hourly counts are substantially higher during the summer months compared to other times of the year. On the other hand, peak hourly counts on summer weekdays are nearly as high as on summer weekend days. This indicates that the street system in the area operates at or just below capacity during peak periods of most weekdays as well as during peak periods on weekend days. The entire West Mission Bay Drive/Mission Boulevard area generally operates at level of service (LOS) E or F during summer peak periods (City of San Diego 1986a:4-14). Analysis of this intersection by JHK & Associates (1988:Table 2-1) shows LOS values ranging from C to E, depending on the season and settings for the signal.

Growth of traffic volumes for the Mission Boulevard corridor amounted to 17 percent between 1979 and 1985 (City of San Diego 1982:108), or about 3 percent per year. Analysis of the same data, augmented through 1987 by JHK & Associates (1988:11-14) indicated travel growth rates of from 3.1 percent to 3.8 percent, depending on the segment of Mission Boulevard considered. Based on these projections, by the year 2000, annual ADT volumes on Mission Boulevard would range from 16,000 to 41,000.

An alternate view is presented by the City of San Diego (1986a:4-20), which states that future traffic volumes on Mission Boulevard and on West Mission Bay Drive are not likely to be substantially different from the present levels. This is due to the following: (1) as a whole, the area has experienced relatively small growth over the last decade or longer, and the Mission Beach Precise Plan does not indicate that substantial growth would take place under "fully developed" conditions; and (2) the arterial street system generally operates at or near capacity, and therefore, additional through traffic is not likely to use the street system in the area. These statements clearly refer to peak period volumes, which are physically constrained by the roadways. Thus, they do not contradict the growth projections in the preceding paragraph which refer to annual average figures.

The 6.7-acre Mission Beach Park Commercial Development is situated adjacent to the roller coaster. This development opened on July 30, 1988, and it is anticipated that this project would generate 3,100 average weekday trips and 4,500 weekend trips. This additional traffic volume would incrementally increase traffic on a circulation system that already experiences extreme congestion during peak travel periods (City of San Diego 1986a:4-24).

The Mission Beach area is served by San Diego Transit Bus Routes 34 and 80. Route 34 is operated between Scripps Hospital and downtown San Diego, while Route 80 is operated between Pacific Beach (Mission and Sapphire) and a turnaround at El Cajon Boulevard and 72nd/73rd streets. A third route, the Sun Runner, operates from June through September, five days per week. This beach shuttle makes a turnaround near the roller coaster. This shuttle service is subject to an annual special funding appropriation by the City of San Diego and therefore cannot be counted on with certainty from one year to the next. In addition to the San Diego Transit routes, a private company operates bus service to and from the Mission Beach Park area for a fare of \$1.50 per person.

In the vicinity of Mission Beach Park, there is intensive pedestrian and bicyclist activity primarily due to the presence of the beach and the business establishments along Ventura Place. Roller skating, jogging, and

skateboarding are also popular activities in the area. Both Ocean Front Walk and other sidewalks throughout the area provide good pedestrian facilities. On the other hand, since there are no bicycle facilities on Ventura Place, Mission Boulevard, or West Mission Bay Drive, bicyclists share the streets with vehicular traffic. In the vicinity, there are two Class 1 bike facilities: Ocean Front Walk and Bayside Walk.

1. Issue

What direct and cumulative impacts would the year-round operation of the roller coaster have on the existing circulation system?

Impacts

In order to analyze the related traffic impacts, this discussion assumes a worst-case situation where every patron travels to Mission Beach Park just to ride the roller coaster. It is recognized that this presentation is indeed a worst-case discussion and overstatement of the effects of the project for the following reasons: First, the beach areas already provide a broad mix of recreational activities which attract a wide diversity of people, and the sheer number of these visitors (millions per year) would greatly outweigh the aficionados who would be solely interested in the roller coaster. Thus, many of the roller coaster riders would not represent new trips to the area. Second, many of the roller coaster riders are repeat riders, who ride several times on a single outing to the beach. Estimates of this repeat ridership range from 30 percent to 40 percent of the entire volume (Hutton, Santa Cruz Seaside Company, 11/2/88). Thus, the numerical impacts described in the following paragraphs could be reduced by approximately one-third.

Based on 300,000 to 500,000 patrons per year (or 1,000 to 1,700 patrons per day) and 2.5 persons per vehicle, the maximum traffic impact to the area would be 400 to 680 vehicles per day (2.5 persons per vehicle is based on City of San Diego 1982:Table 13). Each day, the roller coaster would begin operating at 11:00 a.m. and would close as early as 6:00 p.m. or as late as 1:00 a.m., depending on the time of year. The traffic generated from the operation of the roller coaster would be spread out over the course of the day. The net effect would be an incremental addition to peak-hour traffic and an incremental lengthening of the periods of heavy traffic. During peak periods, the intersection of Mission Boulevard and West Mission Bay Drive already experiences a level of service of E or F, so the project would contribute to this impact.

Future peak traffic volumes on Mission Boulevard and on West Mission Bay Drive are not likely to be substantially different from the present levels, but the average daily volumes are expected to increase. Since a severe traffic congestion problem currently exists within the vicinity and it is likely to get worse, the duration of congested periods will increase. Because of this cumulative effect, the addition of any traffic to this area may be considered a significant cumulative impact. As the annual average traffic volumes increase, the periods of peak traffic would become more frequent.

Significance of the Impacts

Operation of the roller coaster would contribute towards the cumulative impact on local traffic circulation due to the pattern of land uses and heavy tourist traffic in the area. This cumulative impact is significant.

Mitigation.

Although no mitigation is proposed, several traffic improvements and other measures could be implemented by the city to partially reduce the overall traffic impacts in the area. The Mission Bay Coastal Access Study (City of San Diego 1982:116) identifies several short-term improvements which would provide some relief from localized congestion and outlines a longer-range program (City of San Diego 1982:132, 137) to provide better circulation. The more recent work by JHK & Associates (1988:115) outlines a variety of improvements, some of which are:

Immediate Short-Term Improvements (0-1 year)

- Intersection improvements at Mission Boulevard and West Mission Bay Drive

- Parking removal to improve intersection operations

Short-Term Improvements (1-2 years)

- Pay parking in public lots

- Parking signing program

- Parking meters in commercial areas

Mid-Term Improvements (3-5 years)

- Signal progression on Mission Boulevard

Long-Term Improvements (5-20 years)

- Loop circulation concept

- One-way circulation roadways on West Mission Bay Drive

- Split intersection configuration

Other measures outlined in the report would improve other intersections and roadways in the beach area. In addition to physical improvements, a variety of other measures are described. These include public awareness and education programs, the promotion of mass transit and alternate transportation means, and the rescheduling of special events.

While the measures listed above are not part of the roller coaster lease, they are steps which can be pursued by the city over time to help improve circulation in the Mission Beach Park area. The immediate, short-term, and mid-term measures listed above have been endorsed by both the technical and advisory

committees for the recent Mission Beach Traffic Congestion Study (JHK & Associates 1988:Table 9-1). Certain short-term improvements have already been scheduled by the City. These consist of an additional right-turn lane from northbound Mission Boulevard onto West Mission Beach Drive, dual left-turn lanes from southbound Mission Boulevard onto West Mission Beach Drive, the removal of some parking at this intersection, and the relocation of a signal pole at Mission Boulevard and Pacific Beach Drive (Yates, City Engineering and Development Department, 11/10/88).

With respect to the identified cumulative impacts, however, the only way to avoid the effect of the roller coaster project would be to implement one of the project alternatives which would avoid any use of the roller coaster in this area. These are discussed in Section V of this EIR.

C. PARKING

Existing Conditions

The entire Mission Beach community has a major parking problem due to critical parking shortages. This parking problem may have a direct impact on traffic congestion since many motorists drive around searching for available parking rather than parking farther away from the site or going to another beach. As additional motorists arrive at the site, the capacity of the streets in the vicinity is severely taxed (City of San Diego 1982:108).

The number of existing parking spaces in the area of Mission Beach Park is summarized in Table 2. The locations of the public parking lots in the area are shown in Figure 4. Approximately 804 off-street parking spaces are available in the area bounded by Mission Boulevard, Ocean Front Walk, Ventura Place, and San Fernando Place (JHK & Associates 1988:Figure 3-1). An additional 1,106 spaces are available in the Bonita Cove area.

Observations of parking spaces in the beach and bay recreation areas have shown a turnover rate of two to three times a day per space. Based on these rates of turnover, adequate parking space is attained when there is a ratio of daily demand to supply of parking equal to 3:1 (City of San Diego 1982:88). Currently, weekday occupancy in parking lots in the project area is about 83 percent during peak periods, while weekend occupancy during peak periods could be 100 percent. An analysis of the parking demand at Belmont Park indicated that by the year 1995, the typical Sunday visitation to the site would be 13,676 vehicles (City of San Diego 1982:89). Given the number of spaces and typical turnover rates noted above, this demand could not be accommodated in the vicinity.

The more recent parking study conducted by JHK & Associates (1988:31) also concluded that several of the residential neighborhoods in the beach area, in particular the neighborhoods to the north and south of the Mission Beach Park property, do not have sufficient parking to meet their own residential demand, let alone the tourist demand. For the greater Mission Beach area studied, the demand for residential spaces is expected to be 8,600, while the available supply (counting all available spaces outside of off-street public lots) is only about 6,860. This lack of adequate residential parking is made worse by the visitor demands.

In the Final EIR for Mission Beach Park Commercial Development, alternatives were considered in response to public concern regarding parking availability in the Mission Beach community. These alternatives involved the construction of a two-level parking garage or the implementation of various parking management concepts. These alternatives to the project were deemed unnecessary because adequate parking was provided on-site to serve the proposed commercial development project. However, that development does not preclude the future implementation of any measures as solutions to the areawide parking shortages. A variety of parking modifications were studied and recommended by JHK & Associates (1988:Table 9-1) which included elimination of some on-street parking, better signage for parking, and the use of pay parking and meters in some areas. JHK & Associates made no mention of the possibility of a parking structure.

**TABLE 2
EXISTING PARKING SPACES**

Area	Off-street (1)	On-street (2)	Total
North Lot	239	0	239
East Lot	110	0	110
South Lot	455	0	455
San Fernando Place (west of Mission Blvd.)	0	41	41
San Fernando Place (east of Mission Blvd.)	0	48	48
Ventura Place	0	22	22
Mission Blvd. (both sides between Ventura and San Fernando Place)	0	76	76
Bonita Cove West Lot	485	0	485
Bonita Cove East Lot	621	0	621
TOTAL	1,910	187	2,097

Source: (1) JHK & Associates 1988:Figure 3-2
(2) City of San Diego 1986a:4-26

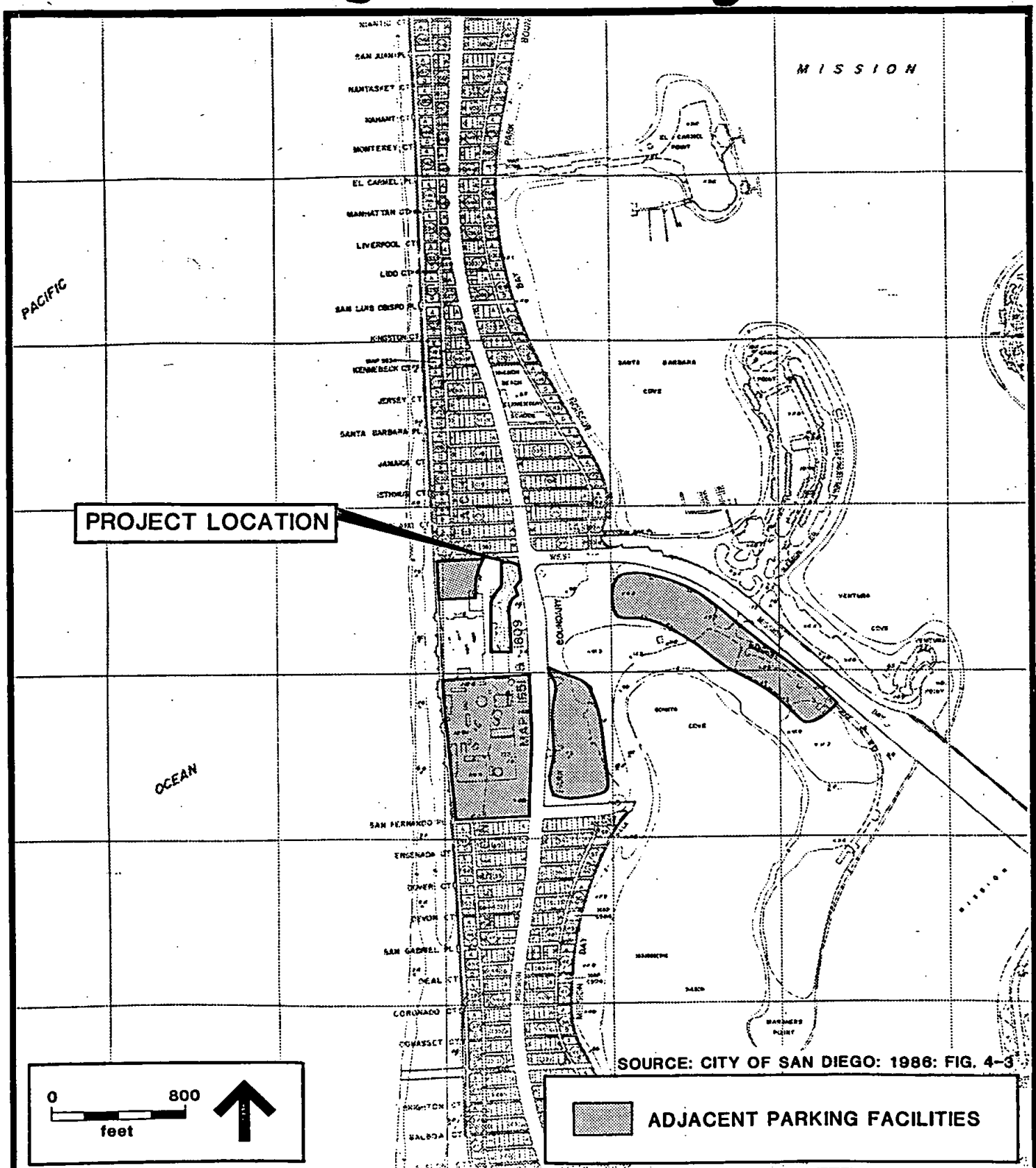


FIGURE 4. OFF-STREET PARKING AREAS IN THE VICINITY OF THE PROJECT

1. Issue

What direct and cumulative impacts would the operation of the roller coaster have on the availability of parking in the area?

Impacts

The project applicant does not propose any additional parking facilities. However, the roller coaster patrons (a worst-case scenario of 400 to 680 vehicles per day) would have access to the 1,910 parking spaces in the immediate vicinity. Since parking turnover rate is two to three times a day per space, the roller coaster patrons would require 160 to 270 spaces per day. Given the projections of over 13,000 vehicles per day, however, it is clear that the cumulative parking demand exceeds available spaces.

Two factors make the estimated demand for parking for the roller coaster somewhat overstated. As previously mentioned, many of the roller coaster patrons would be persons already at the beach who would have parked in the area in any case. Therefore, it would be inaccurate to add the total number of vehicles (400 to 680) to the projected parking demand. Since the roller coaster would operate between 7 and 14 hours per day, the parking demand would be spread out over a 7- to 14-hour time period. These factors and the proportion of repeat ridership during a single trip to the roller coaster, noted in the previous section, tend to make the parking demand from the roller coaster alone somewhat overstated.

A severe parking shortage currently exists within the vicinity, and therefore, any additional parking demand on this area may be considered a significant cumulative impact. As a result, the operation of the roller coaster would have a significant cumulative impact on the local parking situation.

Significance of the Impacts

Operation of the roller coaster would contribute to the cumulative significant impact related to parking demand. This cumulative impact is significant.

Mitigation

No mitigation is proposed within the lease agreement. In past planning efforts in the area, it has been recognized that some parking relief could be provided by the construction of a single-story parking structure on the south parking lot at Mission Beach Park and other parking and shuttle programs. Parking structures are identified as a long-term program (1995-2000) by the Mission Bay Coastal Access Study (City of San Diego 1982:141). More immediate strategies involve establishing a second Sun Runner service shuttle and more use of satellite parking areas, passenger drop-off zones, paid parking, and permit parking zones (letter of comment from William G. Luther). Other parking strategies suggested by JHK & Associates (1988:Table 9-1) include use of pay parking in lots and parking meters on the streets. No specific funding mechanism or implementation strategy has been presented by either the city or other property owners, however.

The only way to avoid the increase in parking demand which would accompany the operation of the roller coaster would be to pursue one of the project alternatives discussed in Section V of this EIR.

D. NOISE

Existing Conditions

a. Applicable Standards. Various criteria used to judge the extent of noise effects are found in the city's Transportation Element (City of San Diego 1979:Table 15), the city's Noise Ordinance (Section 59.5.0101 et seq., San Diego Municipal Code), and standards used by the city's Environmental Quality Division. These criteria use various descriptors of noise levels, with the following definitions:

Decibel - the basic measure of sound or noise levels, abbreviated "dB." When measurements or calculations are adjusted to reflect the fact that human ears are not equally responsive to all frequencies of noise, then noise levels are said to be "A" weighted and the abbreviation is "dBA." The decibel is a logarithmic unit, based on powers of 10. Useful approximations in noise discussions include the fact that noise from point sources spreads out and decreases in magnitude at a rate of about 6 dBA for each doubling of distance, while noise from a line source is reduced about 3 dBA for each doubling of distance. People can generally detect noise level increases of about 3 dBA; smaller increases are usually not noticeable to the casual observer.

Average Noise Level - a constant sound level for a defined period of time, which contains or transmits the same energy as a varying noise level. As the averaging times become shorter, the average noise level approaches the instantaneous noise level. L_{av} is the abbreviation for average noise level. A similar term is equivalent noise level, or L_{eq} .

Community Noise Equivalent Level (CNEL) - this measurement refers to an average noise level which has been measured or calculated for a 24-hour period from separate figures for average noise levels during the daytime, evening, and nighttime hours. For evening hours (7:00 p.m. - 10:00 p.m.), 5 dBA is added to account for the added nuisance of noise during this time. For nighttime hours (10:00 p.m. - 7:00 a.m.), the addition is 10 dBA. A very similar descriptor is day-night average noise level (L_{dn}), which does not distinguish between the evening and nighttime periods. Since the difference between the two is only a fraction of a decibel, the two are usually considered interchangeable.

1) Transportation Element. The city's Transportation Element contains broad criteria to determine the compatibility of various land uses with exterior noise levels, expressed as CNEL. Table 3 shows these standards and shows that residential uses are considered compatible with exterior noise CNEL values up to 65 dBA and commercial uses are acceptable up to 75 dBA. These standards guide land use planning and are the basic criteria for defining noise impacts.

In addition to these standards, which refer to exterior noise levels, the California Administrative Code (Section T25-28 of Title 24, Building Standards) also requires that the interior of all motels, hotels, and other multi-family residences have CNEL values of 45 dBA or less. Although the intent of the state requirements is to regulate construction and insulation standards, this value is also used by the city to define noise impacts. As a general rule, normal construction methods will provide 15 to 20 dBA noise

		Annual Community Noise Equivalent Level in Decibels						
Land Use		50	55	60	65	70	75	
1	Outdoor Amphitheaters (may not be suitable for certain types of music.							
2	Schools, Libraries							
3	Nature Preserves, Wildlife Preserves							
4	Residential-Single Family, Multiple Family; Mobile Homes, Transient Housing							
5	Retirement Home, Intermediate Care Facilities, Convalescent Homes							
6	Hospitals							
7	Parks, Playgrounds							
8	Office Buildings, Business and Professional							
9	Auditoriums, Concert Halls, Indoor Arenas, Churches							
10	Riding Stables, Water Recreation Facilities							
11	Outdoor Spectator Sports, Golf Courses							
12	Livestock Farming, Animal Breeding							
13	Commercial-Retail, Shopping Centers, Restaurants, Movie Theaters							
14	Commercial-Wholesale, Industrial Manufacturing, Utilities							
15	Agriculture (except Livestock), Extractive Industry, Farming							
16	Cemeteries							

COMPATIBLE

The average noise level is such that indoor and outdoor activities associated with the land use may be carried out with essentially no interference from noise.

INCOMPATIBLE

The average noise level is so severe that construction costs to make the indoor environment acceptable for performance of activities would probably be prohibitive. The outdoor environment would be intolerable for outdoor activities associated with the land use.

TABLE 3. CITY OF SAN DIEGO NOISE STANDARDS

reduction. Thus, in most cases if the 65 dBA CNEL exterior standard is met, then the 45 dBA interior standard can be achieved without special measures.

2) Noise Ordinance. The city's Noise Ordinance establishes numerical limits for allowable noise levels and also contains a general prohibition against causing noise which is a nuisance to others. The judgment of whether or not a noise is a nuisance is based on a variety of factors, including the source and nature of the noise, the ambient noise levels, and the activities of the general area.

The property containing the Mission Beach roller coaster and the private land immediately to the north across Ventura Place are zoned VCS in the Mission Beach Planned District Ordinance (Section 103.0500 et seq., San Diego Municipal Code). The primary uses in this zone are visitor-serving commercial uses, although some residential uses exist and are allowed. Motels and hotels are also allowed in this particular VC zone.

The numerical limits are contained in Section 59.5.0401, which reads in part:

A. It shall be unlawful for any person to cause noise by any means to the extent that the one-hour average sound level exceeds the applicable limit given in the following table, at any location in the City of San Diego on or beyond the boundaries of the property on which the noise is produced. The noise subject to these limits is that part of the total noise at the specified location that is due solely to the action of said person.

TABLE OF APPLICABLE LIMITS [partial]

<u>Land Use Zone</u>	<u>Time of Day</u>	<u>One-Hour Average Sound Level (decibels)</u>
3. R-3, R-4 and all other Residential	7 a.m. to 7 p.m.	60
	7 p.m. to 10 p.m.	55
	10 p.m. to 7 a.m.	50
4. All Commercial	7 a.m. to 7 p.m.	65
	7 p.m. to 10 p.m.	60
	10 p.m. to 7 p.m.	60

3) Other Standards. In determining whether noise levels represent a significant impact, the City of San Diego (1986b) also uses the following limits:

Residential interior - 45 dBA CNEL and 55 dBA maximum sound level
Ground level, outdoor living area - 65 dBA CNEL
Balcony (if calculated as required open space) - 65 dBA CNEL
Balcony (if not calculated as open space) - no limit
Commercial interior - 50 dBA CNEL

b. Existing Noise Levels. Because of the ocean, high traffic volumes on adjacent roads, aircraft overflights from Lindbergh Field, and the general recreational orientation of the area (i.e., skateboards, skates, bicycle traffic, music, and other activities), the noise environment of the project area and vicinity is very complex. In previous environmental work in the area (City of San Diego 1975:3), the major concern was the effect of noise levels on the residential uses to the south of the Belmont Park or Mission Beach Park property, south of San Fernando Place. The roller coaster, however, is located at the north end of the Mission Beach Park property, nearly 2,000 feet north of San Fernando Place. Near the roller coaster, the major areas of concern are the mixed uses to the north of Ventura Place and to the northeast of West Mission Bay Drive, the nearest of which are about 110 feet from the northern edge of the roller coaster. Although the major land use in this area is visitor commercial, the upper stories of some buildings have apartments in them. Figure 5 shows the general relation between the roller coaster and these buildings.

This area of Mission Beach experiences aircraft noise levels from Lindbergh Field which result in CNEL values between 65 and 70 dBA (Bolt, Beranek, and Newman, Inc., 1981:Figure 5).

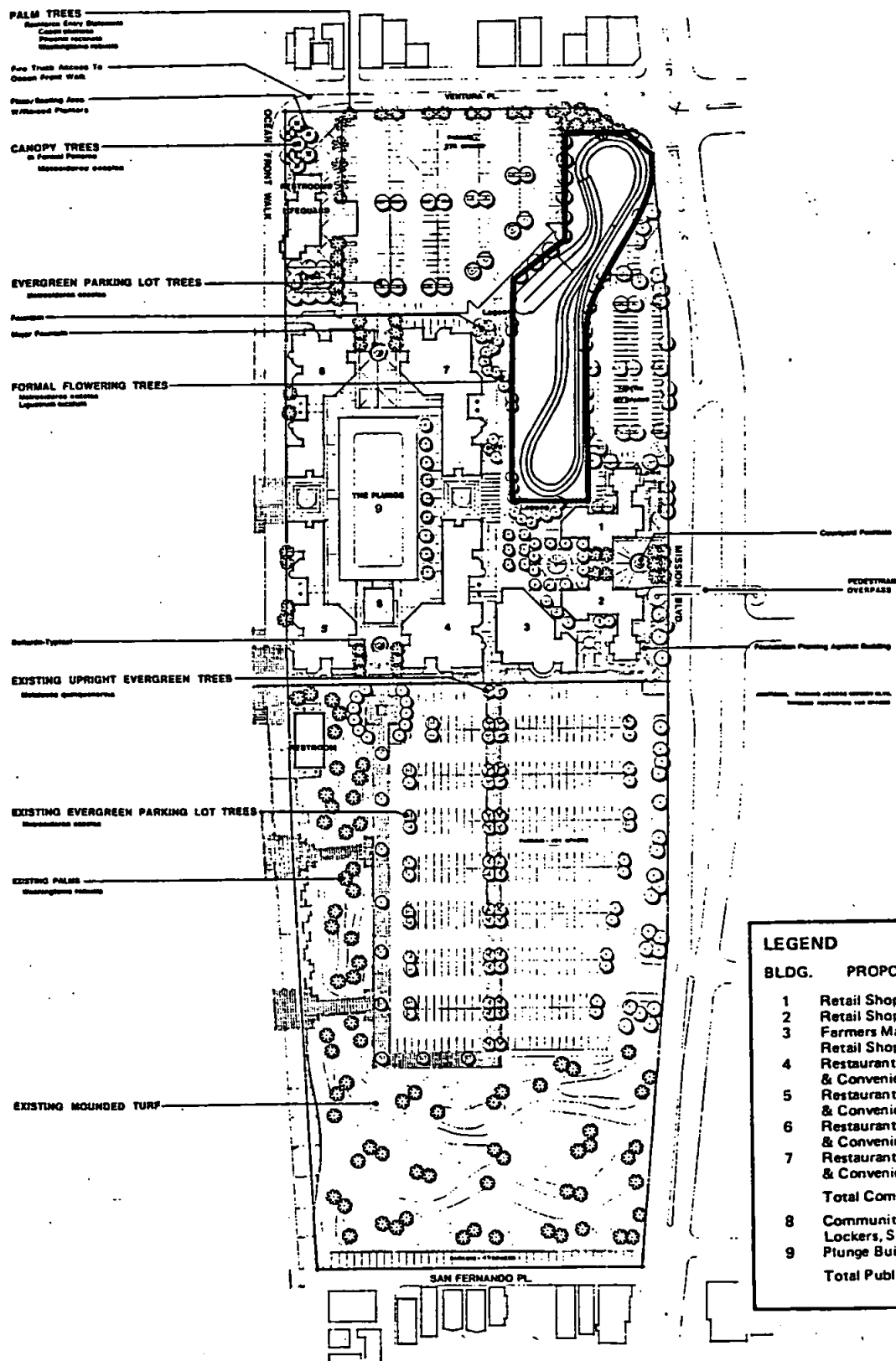
The dominant local source of noise in this area is automobile traffic on West Mission Bay Drive and on Mission Boulevard. Unlike many areas in the city, traffic on these roadways is greatest on the weekends rather than on weekdays. Traffic is also greater during the summer than other times of the year. Current daily traffic volumes on these roadways (City of San Diego 1986a:Table 4-1) are summarized below:

	<u>Weekday</u>	<u>Weekend</u>
West Mission Bay Drive (east of Mission Blvd)	31,800-40,800	33,800-53,900
Mission Boulevard (north of W. Mission Bay Dr)	25,800	27,730-31,900

Because of the changing traffic volumes on the roadways, the angular intersection of these two roads, the presence of buildings, and many other noise sources and other factors, it is difficult to characterize existing noise levels precisely. As a first approximation, the noise levels from just the roadway traffic were estimated using the Federal Highway Administration calculation procedures (FHWA 1978). The results are summarized in Table 4.

The results in Table 4 are for a standard distance of 50 feet from the roadway (50 feet from the centerline of the nearest traveled lane). Some existing residential units are actually closer to the roadway than this distance, but they are upstairs and are shielded to varying degrees by adjacent buildings. The L_{dn} values along West Mission Bay Drive and Mission Boulevard generally range from 70 to 73 dBA, depending on the season and the day of the week. Noise from other sources would tend to make these values somewhat greater.

To check the accuracy of this model of existing noise conditions, ambient noise levels were measured in the area. The measurement point was the northeast corner of the public parking lot off Ventura Place, and the



SOURCE: CITY OF SAN DIEGO, 1986A FIG. 3-2

FIGURE 5. MISSION BEACH PARK SITE PLAN

TABLE 4
EXISTING TRAFFIC NOISE LEVELS AT 50 FEET
(in dBA)

Roadway Segment	Daytime Leq		Nighttime Leq		Ldn	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
West Mission Bay Drive (east of Mission Blvd)	68.8-69.9	69.1-71.1	62.8-63.9	63.0-65.1	70.7-71.8	71.1-73.0
Mission Boulevard (north of W. Mission Bay Dr)	68.3	68.8	62.3	62.8	70.3	70.8

NOTES: ADT values are shown in text.

Assumed traffic conditions:

96% autos, 3% medium trucks, 1% heavy trucks

35 mph

1% grade

All values are for flat, unobstructed, and reflective site conditions.

measurement time was between 4:00 and 4:30 p.m., September 9, 1988. Traffic on West Mission Bay Drive and Mission Boulevard was counted manually for a period of ten minutes during the measurement. Noise sources included the automobile traffic (augmented by a few loud motorcycles), several jets departing from the San Diego International Airport, and a few loud car radios. The time period of the measurements was a relatively quiet weekday afternoon, after the summer vacation period. The average noise level for the entire measurement period was 66.9 dBA, and the total traffic volume on both streets was about 1,500 vehicles per hour. Adjusting the result upward to account for the lower than average traffic volume results in an L_{eq} around 70 dBA, which is only slightly higher than the results in Table 4. The difference may be attributed to the aircraft, motorcycle, and car radio noise.

Based on the criteria in the city's Transportation Element and on the standards used by EQD, these existing noise levels are considered incompatible with residential uses. This is true for the existing traffic noise levels by themselves, for the existing aircraft noise levels by themselves, and for the cumulative noise levels.

1. Issue

How would construction activities and operation of the roller coaster affect the noise environment?

Impacts

With respect to construction noise, the only noise generation would be fairly normal carpentry activities--hammering, sawing, and the use of small power tools. There would generally be no heavy equipment or excessive noise generators during construction. Assuming that work would proceed during normal working hours, there should be no significant noise effects from construction.

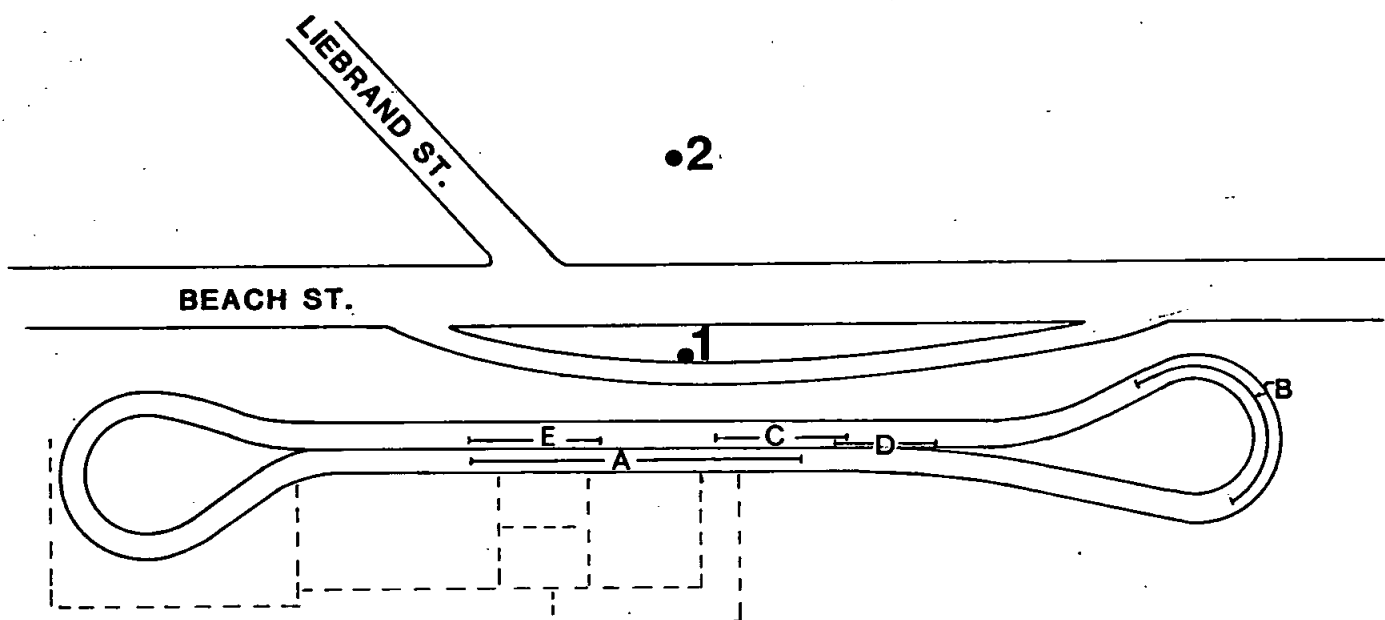
The approach used to determine the extent of noise impacts from operation of the roller coaster involves three steps:

- Determine the noise characteristics of the roller coaster
 - Noise levels
 - Distance attenuation
 - Frequency of operation

- Superimpose the roller coaster noise on the existing noise levels
- Compare the resulting noise levels with applicable standards

a. Characteristic Noise Levels of the Roller Coaster

1) Noise Levels. Two sets of measurements were made at the Giant Dipper roller coaster located at the Santa Cruz Boardwalk. This roller coaster is of a similar design and construction as that in Mission Beach, although its layout is more linear. Figure 6 is a schematic drawing which shows the general orientation of the Santa Cruz Giant Dipper and the measurement stations. The measurement locations were chosen after careful observation of the roller coaster and surrounding area. They were chosen to isolate the roller coaster noise from the influence of other nearby amusement rides as much as



1-2 MEASUREMENT STATION

A-E SEGMENTS CORRELATED WITH PEAKS
IN NOISE READINGS (FIGURES 7 AND 8)

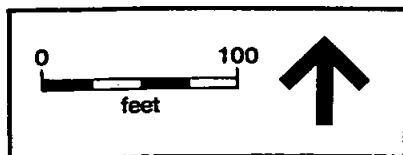


FIGURE 6. SCHEMATIC OF THE SANTA CRUZ GIANT DIPPER

possible. Because of the structures and other rides, it was not possible to obtain measurements off either end of the roller coaster along its long axis.

Figures 7 and 8 depict the varying noise levels recorded at the measurement stations. The values recorded are average noise levels for one-second intervals. A Metrosonics dB-308 logging meter was used, set to record A-weighted noise levels at a "fast" response. Also shown in Figures 7 and 8 are the equivalent noise levels (or average noise levels) for the entire period of the measurements. Table 5 summarizes the results of these measurements.

Figure 7, illustrating the noise levels over a ten-minute period of time at a distance of 35 feet from the roller coaster, shows both the regular pattern of noise associated with the progress of the ride (top figure--showing four full rides) and a detail of a typical ride showing the various peak noise values (bottom figure). In the bottom of Figure 7, the various peaks have been labeled with letters A through E. These letters correspond to the segments of the track identified in the schematic Figure 6. The more identifiable peaks include:

- A - the noise from the chain lift operation, which increases in loudness slightly as the train reaches the top of the lift
- B - noise from the train as it runs through the first 180-degree "fan turn"
- C - principally noise from the "anti-roll back" at the top of the highest peak on the ride

Other peaks, both labeled and unlabeled, occurred at various turns and peaks on the ride. Both the mechanical noise of the ride itself and the screams of riders are reflected in the measurements.

At measurement station 2, about 140 feet from the roller coaster, the recorded noise levels were lower, as expected. The actual pattern of noise peaks was more complicated since a larger portion of the entire coaster was visible and there was some noise from local street traffic (see Figure 8). This is particularly obvious by the appearance of several unlabeled peaks between C and D that were due to the interior hills in the roller coaster which were somewhat shielded at the first measurement station. The presence of these additional noise sources is a factor in the distance attenuation discussion below.

2) Distance Attenuation. Noise levels are reduced over distance according to the inverse square law, which describes uniform propagation of fields from a point source. If the source consists of a continuous series of points, extending an infinite distance in both directions, then the noise reduction with distance is described by the following equation for a line source:

$$\Delta \text{dBA} = 10 \log(D_1/D_2) \quad (1)$$

where

ΔdBA is the noise reduction in decibels, and
 D_1 and D_2 are the distances between receptor points.

Station 1
1 Second Lav Values

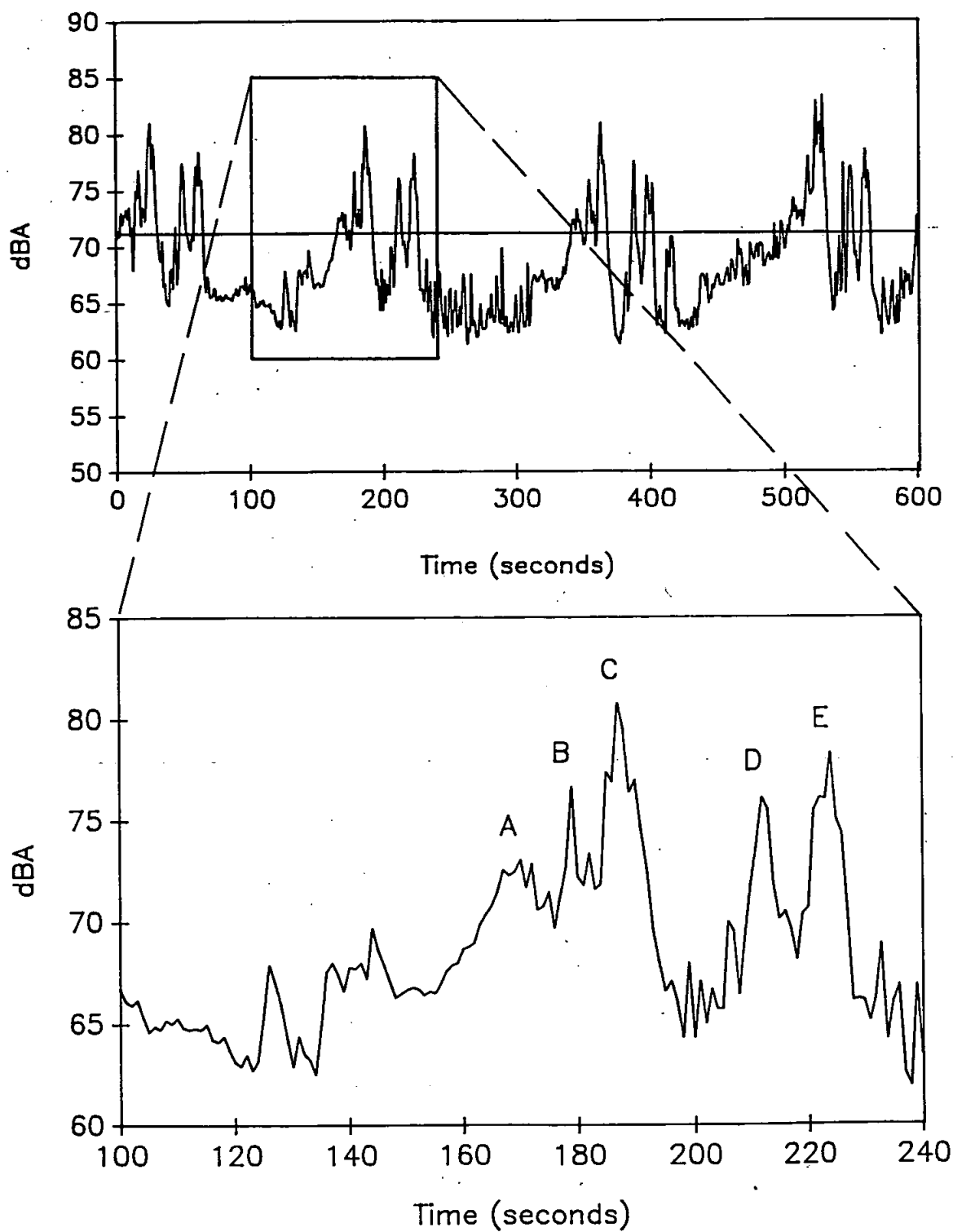


FIGURE 7. NOISE LEVELS MEASURED AT STATION 1 (IN FIGURE 6)

STATION 2
1 Second Lav Values

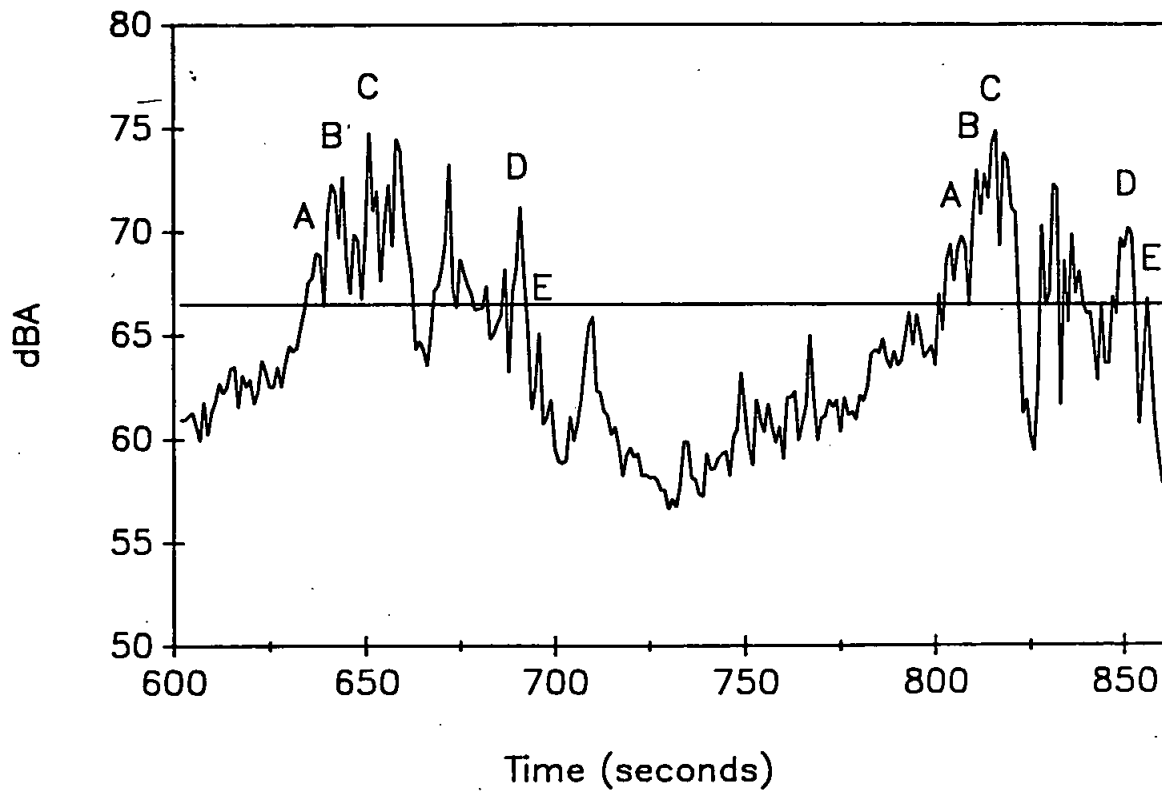


FIGURE 8. NOISE LEVELS MEASURED AT STATION 2 (IN FIGURE 6)

TABLE 5
SUMMARY OF NOISE LEVEL MEASUREMENTS
AT SANTA CRUZ GIANT DIPPER

Measurement Station	Distance from Roller Coaster	Total Time Recording	Number of Complete Rides	L _{eq} for Total Time	Calculated L _{eq} at 50 Feet*
1	35 feet	10 min.	4	71.2 dBA	69.6 dBA
2	140 feet	4.3 min.	2	66.5 dBA	70.9 dBA

*Using $\Delta \text{dBA} = 10\log(D/50)$

For stations 1 and 2, the calculated noise reduction is 6.0 dBA. The actual measured difference in the whole period L_{eq} values (in Table 5) is 4.7 dBA. While the agreement is not perfect, it is clear that the attenuation is fairly well described by this relationship. A possible explanation for the less than expected attenuation may be found in the fact that at station 2, more of the roller coaster structure was directly visible and there was a small contribution from local street traffic.

At greater distances, data from Pekrul (1988) indicate that the attenuation of whole measurement period L_{av} values from the Santa Cruz Giant Dipper does follow a point-source pattern, with values of 65 dBA at 250 feet and 58 dBA at 550 feet.

From the ends of the roller coaster, along its longitudinal axis, one would expect that the attenuation with distance would more closely follow the relationship for discrete point sources (where noise levels decrease twice as fast as with line sources). While this may be true, it could not be verified with the available data. For this analysis, the line source attenuation will be assumed even for positions along the long axis of the Mission Beach roller coaster. This assumption is conservative in the sense that it will overestimate the resulting noise levels.

3) Frequency of Operation. From the pattern of operation shown in Figures 7 and 8, the frequency of operations at the time of the measurements was 24 rides per hour. For the proposed Mission Beach roller coaster, the frequency of operation is 12 rides per hour. The adjustment for this reduction in operations is $10\log(24/12)$, or about 3 dBA.

b. Effect on Existing Noise Levels. Figure 9 illustrates contours of equal L_{eq} (or L_{av}) for the Mission Beach roller coaster. Essentially, the 70 dBA L_{eq} contour runs approximately 50 feet from the roller coaster and would extend only into the adjacent streets. The 65 dBA L_{eq} contour would extend about 158 feet and affect up to five of the second-story residential units to the north in the VCS commercial zone. Beyond this distance, the estimating of accurate noise contours is much less certain because the coaster would act more as a point source.

In order to estimate the effect of the coaster operation on L_{dn} values in the neighborhood, a receptor point at the residential units nearest the roller coaster was chosen. This location is approximately 110 feet north of the roller coaster and is also exposed to fairly typical and loud traffic noise from Mission Boulevard and approaching traffic on West Mission Bay Drive. The calculation of the total L_{dn} requires dividing the 24-hour day into four distinct time periods:

Daytime, without coaster	7 a.m. - 11 a.m.	4 hours (L1)
Daytime, with coaster	11 a.m. - 10 p.m.	11 hours (L2)
Night, with coaster	10 p.m. - 11 p.m.	1 hour (L3)
Night, without coaster	11 p.m. - 7 a.m.	8 hours (L4)

The existing daytime and night L_{eq} values, which vary depending on season and day of the week, were given in Table 4 (68-71 dBA day, 62-65 dBA night). The L_{eq} from the coaster at this distance would be 66.5 dBA.

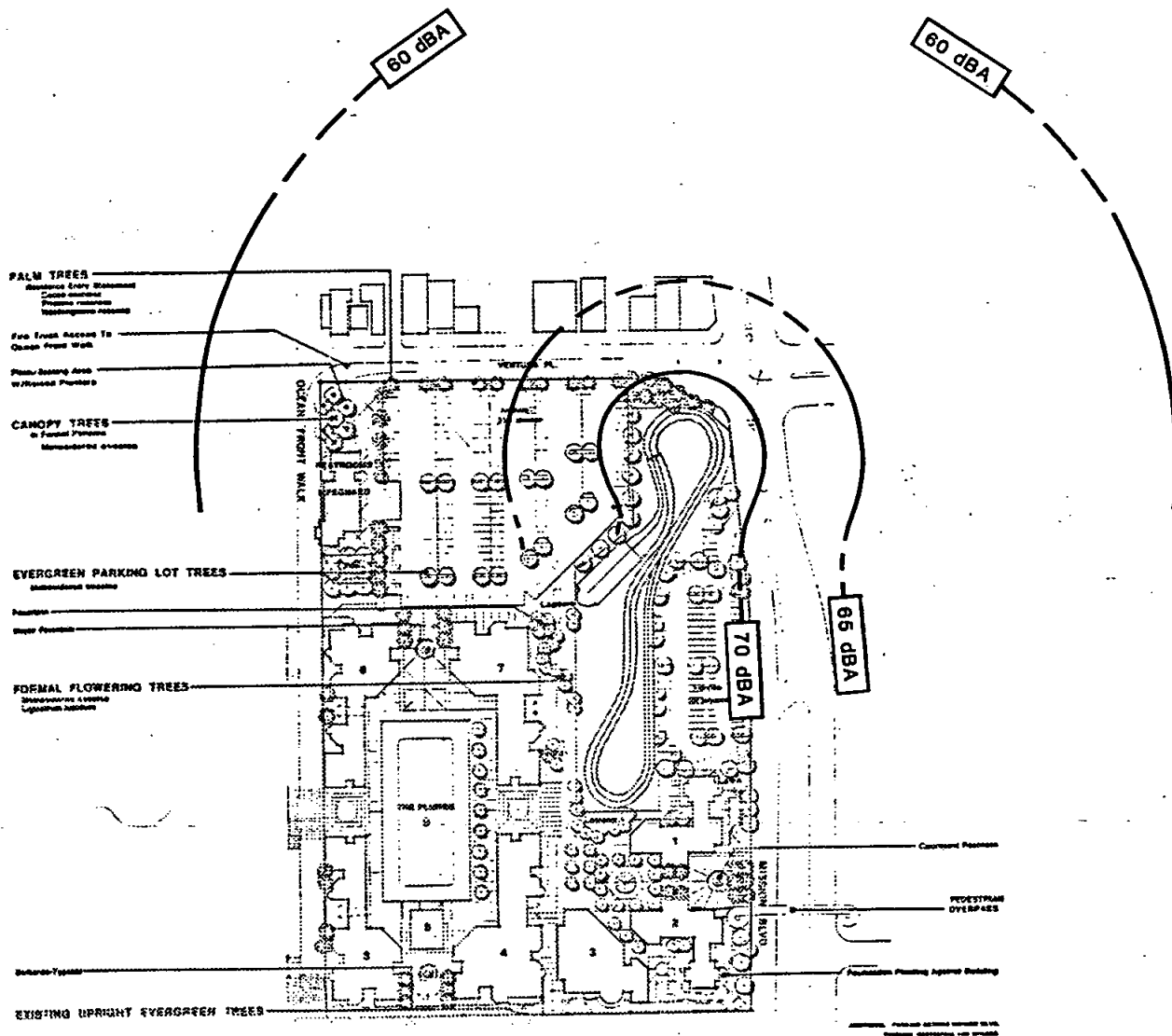


FIGURE 9. Leq CONTOURS DURING COASTER OPERATION

The L_{eq} data for the L_{dn} calculation are summarized as follows:

	Low	High
L1	68	71
L2	68 + 66.5	71 + 66.5
L3	62 + 66.5	65 + 66.5
L4	62	65

The resulting range of L_{dn} values is 74.4 dBA to 77.1 dBA.

c. Comparison With Standards. Relative to the standards in the city's Transportation Element, operation of the roller coaster would raise the L_{dn} (or CNEL) values from their current range of 70-73 dBA to a new range of 74-77 dBA. All of these noise levels, both before and after operation of the roller coaster, are considered incompatible with residential uses. The maximum L_{dn} considered compatible with commercial uses is 75 dBA. Under the most noisy conditions (summer weekends), this limit would be exceeded.

Given the commercial zoning of the nearby property to the north, the maximum allowable one-hour L_{eq} value at the property line would be 65 dBA during the daytime and 60 dBA at night. During the daytime, the roller coaster operation would conform with the daytime limit in all areas except the nearest five or six lots north of Ventura Place. Its nighttime operation would not conform with the nighttime limit. Within the residential zoning farther to the north, the degree to which the 60 dBA L_{eq} contour would extend into the neighborhoods is a function of the barrier attenuation that would be provided by the intervening buildings along Ventura Place. Certainly, the roller coaster operation would be audible from these residential areas, but it is less likely that the 60 dBA L_{eq} limit would be exceeded over wide areas.

Significance of the Impacts

Effects of construction noise are not significant. Because the roller coaster operation would contribute to noise levels which are already considered excessive, and the resulting noise levels would exceed city standards for the nearby residential uses, its impact on noise levels is considered significant.

Mitigation

Certain features of the project do serve to reduce noise somewhat, but these do not mitigate the impact. These features include the wooden construction itself, which is somewhat quieter than metal frame roller coasters, and the preliminary design which would avoid the use of "anti-roll backs" at the high points of the track. These ratchet devices were the cause of one of the higher peaks in the measured noise at Santa Cruz.

Within the scope of the project, there are no possible mitigation measures. The very nature of the project necessarily involves noise, both the mechanical noise of the equipment and the noise from roller coaster riders. Because of its height and location near the edge of the city property line, it is not possible to construct an effective barrier which would shield a substantial amount of noise. Adjustments in operating hours could serve to reduce the

nuisance of the noise to some extent, but not enough to conform to the various criteria used to define the impact. The Alternatives section of this EIR (Section V) discusses the effect of reduced operating hours in more detail.

The only way to avoid the noise impacts from operation of the roller coaster would be to pursue one of the other project alternatives discussed in Section V.

V. PROJECT ALTERNATIVES

A. NO PROJECT

This alternative would avoid the increases in traffic, parking demand, and noise that could be attributed to the coaster operation. In no case, however, would the cumulative impacts related to these issues fall below a level of significance. That is because all of these issues are affected by the wider pattern of land use in Mission Beach, and they involve significant cumulative impacts from many different projects and older land uses.

Under this alternative, if no action is taken the structure will remain on the site and continue to deteriorate. Some minor safety renovations were recently completed as part of the adjacent commercial development, and some refurbishing of the roller coaster and ancillary buildings has been accomplished under the State Historic Preservation Grant Program. Other than these improvements, the City, the Save the Coaster Committee, and other interested groups have been unable to raise sufficient funds to accomplish any complete renovation. Demolition of the coaster structure was proposed (and even ordered by the City) several years ago, but was not accomplished because of strong citizen desire to preserve the historic landmark.

From a historic resource perspective, this alternative is worse than the proposed project. Not only would the riding experience, which is part of the roller coaster's resource value, be lost, but the structure itself could ultimately be lost through lack of maintenance.

B. ALTERNATE LOCATION

This alternative would involve moving the roller coaster or constructing a replica at an alternate location, such as South Shores Park or Fiesta Island. This type of major departure from the project would avoid worsening the traffic, parking, and noise impacts in Mission Beach.

This alternative would remove the roller coaster from its historic context in Mission Beach. The historic significance of the roller coaster is closely linked to its importance as part of J. D. Spreckels' Mission Beach Amusement Center, which successfully attracted San Diegans and tourists to ride the trolley to Mission Beach to enjoy a wide variety of recreational activities and invest in real estate in the community (Ciani and Ciani 1798; Charleton 1984:440-442). Removal of the roller coaster from its historic context would constitute a serious impact to its significance as a resource, likely causing its removal from the National Register of Historic Places, and loss of its National Historic Landmark status, and would necessitate returning to the Office of Historic Preservation the funds granted for its preservation.

While South Shores Park and Fiesta Island are alternative locations which could potentially offer more direct access to and more area for parking for the roller coaster, significant changes to existing use guidelines for these locations would be necessary. The existing South Shores master plan includes no space which could accommodate the operation of the roller coaster. Similarly, no provision for activities such as the commercial operation of the roller coaster are made in the Local Coastal Program for Fiesta Island (Firkins, City Parks and Recreation Department, 10/10/88.)

No proposals have been offered to carry out this alternative, the cost of which was estimated ten years ago to be approximately \$700,000 (City of San Diego EIR 1978) and would undoubtedly be much higher today.

C. RESTORATION WITHOUT OPERATION

If funding for restoring the roller coaster without operating it were to be made available, this alternative would avoid worsening the traffic, parking, and noise impacts in Mission Beach and preserve a National Historic Landmark. However, as previously noted, the City, the Save the Coaster Committee, and other interested groups have been unable to raise sufficient funds to accomplish complete restoration.

D. ALTERNATE HOURS OF OPERATION

The noise impacts discussed in Section IV.D. of this EIR were based on the anticipated maximum daily hours of operation--11 a.m. to 11 p.m. (except the special holidays noted in the Project Description). These hours of operation caused the L_{dn} (or CNEL) values at the nearest residential units, north of Ventura Place, to increase from a range of 70-73 dBA to a new range of 74-77 dBA. A change in the operating hours to 10 a.m. to 10 p.m. would reduce the calculated L_{dn} values, even though the total physical noise generation would be the same. This is because the L_{dn} calculating procedure includes an additional 10 dBA which is added to noise after 10 p.m. If the operating hours were shifted one hour earlier (10 a.m. to 10 p.m.), the resulting L_{dn} range would be 74.1-76.8 dBA. Thus, while this shift in operating hours would reduce noise impacts for a select period of time, it would not bring the average noise levels to within the applicable standard of 65 dBA.

Other adjustments in operating hours could be imagined. It is likely in all events, however, that the advantages would be similarly small. The operating hours which have been proposed are based on many years of experience in operating the similar Giant Dipper at the Boardwalk in Santa Cruz. Proposing different hours of operation would not reduce the noise impacts below a level of significance.

E. ALTERNATE RESTORATION PLANS

The intent of the project is to restore and operate the roller coaster in a manner which is most similar to its historic construction and use. The only alterations from the original structure and equipment are those which are dictated by the availability of modern equipment and safety concerns. It may be possible to redesign portions of the coaster to include additional enclosed sections or the use of noise barriers or enclosures in an attempt to reduce the noise impacts. It is difficult to evaluate the effect of such measures without specific plans, but it is certain that the noise levels in the area would continue to exceed most applicable standards as they already do under the existing conditions. In addition, the placement of additional structures or entirely different equipment within the roller coaster would not fulfill the project objective of a historically accurate restoration.

VI. EIR PREPARATION

This Environmental Impact Report was prepared by the City of San Diego, Planning Department, Environmental Quality Division, located at 1010 Second Avenue, Suite 600, San Diego, California. The following professional staff participated in its preparation:

City of San Diego

Environmental Quality Division
Karen Ruggels, Senior Planner

RECON (Job Number R-1841)

Charles S. Bull, President
Loretta L. Gross, Production Supervisor
Susan M. Hector, Ph.D., Director, Cultural Resources
William R. Manley, Cultural Resources Analyst
John P. Larson, Vice President
Harry J. Price, Technical Illustrator
Barrie C. Selc  e, Assistant Analyst
Stacey Tomlinson, Production Typist

VII. PERSONS AND AGENCIES CONSULTED

American Coaster Enthusiasts
Mike Chew

San Diego, City of
Engineering and Development Department
Frank Yates
Noise Abatement Office
Jeff Fuller
Parks and Recreation Department
Terese A. Enos
Ed Firkins
Planning Department
Ron Buckley
David Potter
Karen Ruggels
Property Department
Jane Humes

San Diego Seaside Company, Inc.
Ed Hutton
Dana Morgan

Save the Coaster Committee, Inc.
Tim Cole
Norman Starr

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Planning Reports

CITY PLANNING DEPARTMENT • SAN DIEGO, CALIF. 92101 • 236-6460

DATE ISSUED: June 19, 1989

REPORT NO. 89-399

ATTENTION: City Council, Agenda of August 7, 1989.

SUBJECT: CASE 88-0621, RESTORATION MAINTENANCE OPERATION OF THE GIANT DIPPER ROLLER COASTER AND CONSTRUCTION OF AN 808-SQUARE-FOOT MUSEUM, TICKET OFFICE OR SALES BUILDING.

SUMMARY:

Issue - Can all the findings required by the Coastal Development Permit Ordinance (Section 105.0208 of the Municipal Code) be made with respect to this development?

Department Recommendation - The Planning Department recommends approval as submitted.

Other Recommendations - None.

Fiscal Impact - None with this action.

Environmental Impact - The Planning Department recommends certification of the draft EIR.

BACKGROUND:

This proposal is to restore the existing roller coaster. The coaster track will not be extended nor will its configuration be altered. A small (808-square-foot) ticket office/museum/sales building is also proposed next to the roller coaster

Ordinance Requirements

Coastal Development Permit ordinance requires seven findings to be made in the affirmative prior to issuance of a Coastal Development Permit, the intent of which are:

1. Ensure public access to the coast.
2. Prevent public view blockage.
3. Protect marine resources and environmentally sensitive areas.
4. Protect archaeological and paleontological resources.

5. Protect coastal scenic resources and recreational/visitor serving facilities.
6. Protect sensitive habitats in adjacent park.
7. Minimize grading, negate geologic, flood or fire hazards.
8. Ensure development is visually compatible with surround the area.
9. Ensure development conforms to the general plan.

Project Analysis

The site is already developed and lies within an existing retail and recreational center. There are no sensitive areas or sensitive coastal resources identified in the local coastal program (e.g. coastal bluffs or wetlands) on-site. An existing walkway from the easterly parking lot which provides access underneath the roller coaster to commercial facilities and the beach to the west is to be retained. The structure has existed on the site since 1925.

No modification is proposed that would result in view blockage from public vantage points. Renovation of the existing structure only is proposed, with no expansion or enlargement of the roller coaster track. The structure will be conditioned to comply with City Fire Codes.

No grading is proposed and the site does not lie within an area of geological or flood hazard as identified on city constraint maps. Since no grading is contemplated, there will be no effect on any paleontological resources.

The roller coaster is a designated state and national historic resource. It's restoration ensures the preservation of a striking architectural coastal scenic feature and improvement of a visually degraded structure. Once restored, the roller coaster will provide a regional recreational facility and will enhance the regional recreational or visitor serving function of Mission Beach.

The restored roller coaster will be visually compatible with the adjacent visitor/commercial facilities and it is visually appropriate to this recreationally oriented node of Mission Beach.

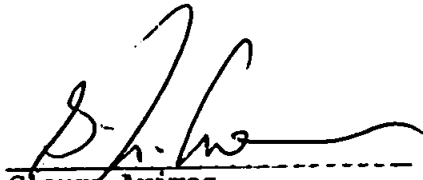
The project complies with the following goals and recommendations of the Mission Beach Precise Plan, and the Local Coastal Program.

(GOAL) "The preservation of all existing open space in Mission Beach including the beaches and recreational facilities adjacent to the beaches."

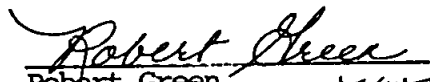
"The permitted uses within the Mission Beach Park development shall be limited to commercial recreation, public recreation and visitor-serving commercial uses and specifically prohibit business and professional office and private residential developments. Future development shall focus on sport, health fitness, and recreational uses...."

Mission Beach Precise Plan Local Coastal Program
June 30, 1988.

All findings required by Coastal Permit Ordinance No. 17067 can therefore be made.



George Arimes
Deputy Director


Robert Green
Senior Planner *by NW*

RG:236-6153:kyn

- ATTACHMENTS:
1. Location Map
 2. Draft Resolution
 3. Draft Coastal Development Permit

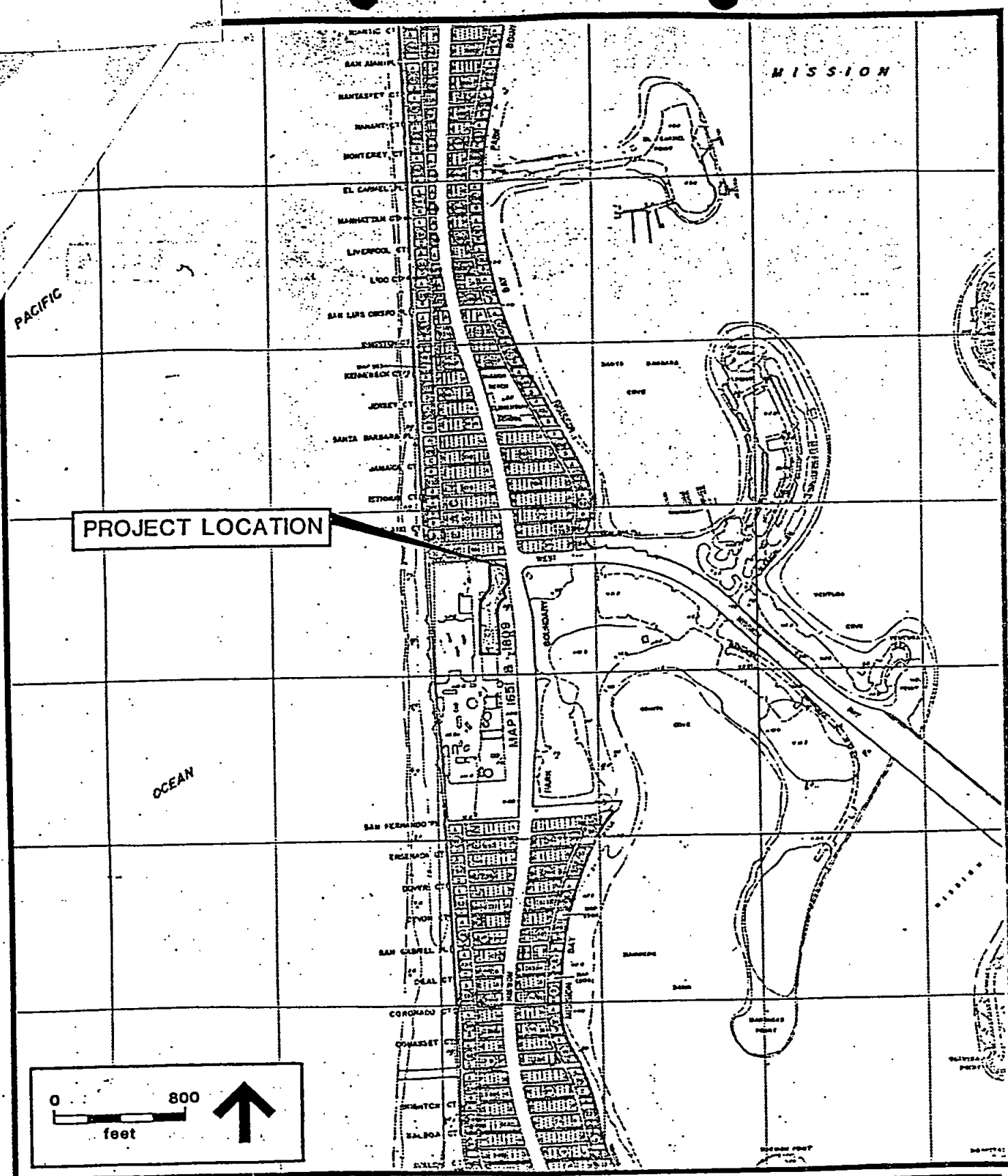


FIGURE 2. PROJECT LOCATION ON CITY OF SAN DIEGO 800' SCALE MAP, NUMBER 218-1689

CITY COUNCIL RESOLUTION NO.
COASTAL DEVELOPMENT PERMIT NO. 88-0621

WHEREAS, SAN DIEGO SEASIDE COMPANY C/O D.H. MORGAN MANUFACTURING INC., Permittee, filed an application for a Coastal Development permit for the restoration, maintenance and operation of the Giant Dipper Roller coaster located on the northwest corner of the intersection of Mission Boulevard, West Mission Bay Drive, Mission Beach Community Plan, described as Lot No. 1803, Pueblo Map 1809, in the CS Zone; and

WHEREAS, on August 7, 1989, the City Council of the City of San Diego considered Coastal Development Permit No. 88-0621 pursuant to Section 105.0200 of the Municipal Code of the City of San Diego; NOW, THEREFORE,

BE IT RESOLVED by the City Council of the City of San Diego as follows:

1. That the City Council adopts the following written Findings, dated August 7, 1989.

FINDINGS

- a. An existing walkway from the easterly parking lot providing access underneath the roller coaster to commercial facilities the beach to the west will be retained. The structure has existed on the site in its present form since 1925. No modifications to the structure are proposed that would obstruct views to and along the ocean and other scenic coastal areas from public vantage points.
- b. This existing structure is located within a developed site which contains commercial, recreational, parking facilities. There are no marine resources, archaeological, paleontological or environmentally sensitive areas as identified in the Environmental Impact Report (No. 88-0621) or the City's Coastal constraint maps on the site. Thus the proposal will not adversely affect these resources.
- c. As a recreational resource the proposal will have a positive effect on recreational and visitor serving facilities. Once restored the roller coaster will provide a regional recreational facility which will enhance the regional recreational and visitor serving function of Mission Beach as a whole. The roller coaster is a designated state and national historic resource its restoration ensures preservation of a striking visual landmark and architectural coastal scenic resource.

- d. The City's Coastal constraint maps and the Environmental Impact Report do not identify any sensitive habitats or scenic resources in adjacent parks and recreation areas. Thus the proposal will not adversely affect such resources.
- e. The site does not lie within an area of erosional, geological or flood hazard as identified on City constraint maps. Thus the proposal will not result in undue risks from geological, erosional or flood hazards. No grading is proposed, therefore the development will minimize the alteration of natural landforms. The development will be subject to the City Fire Code, therefore undue risks from fire hazards will not result.
- f. As previously stated (Findings 17 and 19). The 64 year old state designated historic structure is a striking architectural coastal scenic resource. This landmark structure is visually compatible with and compliments the surrounding beach commercial and recreational area. Restoration of the structure will ensure enhancement of visual quality in a visually degraded area.
- g. The Community Facilities Element of the Mission Beach precise plan, and the Local Coastal Program has the following goals and recommendations:

"The preservation of all existing open space in Mission Beach, including the beaches and recreation facilities adjacent to the beaches."

"That the amusement facility, if continued at its present location, be upgraded...."

The proposal will therefore conform with the Local Coastal Program, any other adopted plans and programs and the General Plan.

BE IT FURTHER RESOLVED that, based on the findings hereinbefore adopted by the City Council, Coastal Development Permit No. 88-0621 is hereby GRANTED to Owner/Permittee in the form and with the terms and conditions as set forth in Coastal Development Permit No. 88-0621, a copy of which is attached hereto and made a part hereof.

COASTAL DEVELOPMENT PERMIT NO. 88-0621
GIANT DIPPER ROLLER COASTER
CITY COUNCIL

This Coastal Development Permit is granted by the City Council of the City of San Diego to SAN DIEGO SEASIDE COMPANY C/O D.H. MORGAN MANUFACTURING, INC., Permittee, pursuant to Section 105.0200 of the Municipal Code of the City of San Diego.

1. Permission is hereby granted to Owner/Permittee for a Coastal Development permit for the restoration, maintenance and operation of the Giant Dipper Roller Coaster located on the northwest corner of the intersection of Mission Boulevard and West Mission Bay, described as Lot No. 1803, Pueblo Map 1809, in the CS Zone.

2. The facility shall consist of the following:

- a. The renovation maintenance and operation of the Giant Dipper Roller Coaster; and
- b. Landscaping;
- c. Off-street parking; and
- d. Incidental accessory uses as may be determined incidental and approved by the Planning Director.

3. No permit shall be granted nor shall any activity authorized by this permit be conducted on the premises until:

- a. The Permittee signs and returns the permit to the Planning Department; and
- b. The Coastal Development Permit is recorded in the office of the County Recorder.

4. Before issuance of any building permits, complete grading and working drawings shall be submitted to the Planning Director for approval. Plans shall be in substantial conformity to Exhibit "A," dated August 7, 1989, on file in the office of the Planning Department. No change, modifications or alterations shall be made unless appropriate applications or amendment of this permit shall have been granted.

5. Before issuance of any grading or building permits, a complete landscape plan, including a permanent irrigation system, shall be submitted to the Planning Director for approval. The Plans shall be in substantial conformity to Exhibit "A," dated August 7, 1989, on file in the office of the Planning Department. Approved planting shall be installed before issuance of any occupancy permit on any building. Such planting shall not be modified or altered unless this permit has been amended and is to

be maintained in a disease, weed and litter free condition at all times.

6. The property included within this Coastal Development shall be used only for the purposes and under the terms and conditions set forth in this permit unless authorized by the Planning Director or the permit has been revoked by the City of San Diego.

7. This Coastal Development permit may be cancelled or revoked if there is a material breach or default in any of the conditions of this permit. Cancellation or revocation may be instituted by the City of San Diego or Permittee.

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

9. This proposal shall comply with the standards, policies and requirements of all ordinances in effect at the time of approval of this map, including the Interim Development Ordinance adopted by the City Council on July 21, 1987; and any successor ordinance, plan or policy imposing the same or similar requirements upon environmentally sensitive habitats, floodplains, hillsides, wetlands or coastal bluffs, which approval shall be binding upon all subsequent approvals and permits required for the development.

10. If any existing hardscape or landscape indicated on the approved plans is damaged or removed during demolition or construction, it shall be repaired and/or replaced in kind per the approved plans.

11. All signs shall be subject to a separate permit.

12. This Coastal Development Permit must be utilized within 36 months after the effective date. Failure to utilize the permit within 36 months will automatically void the permit unless an extension of time has been granted as set forth in Section 105.0216 of the Municipal Code.

13. In the event that any condition of this permit, on a legal challenge by the Owner/Permittee of this permit, is found or held by a court of competent jurisdiction to be invalid, unenforceable or unreasonable, this permit shall be void.

APPROVED by the CITY COUNCIL of the City of San Diego on August 7, 1989.

BASIS OF BEARINGS: Being the centerline of Strandway adjacent to Block 100, Parcel Map No. 8978, recorded July 27, 1979, F/P No. 79-315081 O.R.; in the City of San Diego, County of San Diego, State of California; i.e. North 2°48'00" West.

Beginning at City survey monument "Belmont" at the intersection of Ventura Place and Ocean Front Walk; thence South 17°33'57" East 59.92 feet; thence North 86°57'43" East 70.44 feet to the TRUE POINT OF BEGINNING; thence continuing along said line North 86°57'43" East 339.18 feet to the Southwesterly curb line of Ventura Place; thence along said curbline South 71°07'05" East 17.05 feet; thence leaving said curb line South 3°02'17" East 21.14 feet to a point with an iron pin with cap marked RCE 27741; thence South 81°10'03" West 57.96 feet to a point with an iron pin with cap marked RCE 27741; thence South 2°26'48" East 144.33 feet to a point with an iron pin with cap marked RCE 27741; thence South 52°40'55" West 81.33 feet to a point with a disk marked RCE 27741; thence South 2°57'28" East 302.14 feet to a point with a disk marked RCE 27741; thence North 86°57'41" East 100.77 feet to a point with a disk marked RCE 27741; thence North 3°02'19" West 214.00 feet to the beginning of a 240.13 foot radius curve, concave Easterly to a point with an iron pin with cap marked RCE 27741; thence along said curve through a central angle of 34°27'47" a distance of 144.44 feet to a point with a disk marked RCE 27741; thence North 31°25'28" East 34.51 feet to the beginning of a 158.47 foot radius curve, concave Northwesterly to a point with a disk marked RCE 27741; thence along said curve through a central angle of 20°44'09" a distance of 57.35 feet, to a point with an iron pin with cap marked RCE 27741 a radial bearing to the center of said curve bears North 79°18'41" West; thence non-tangent to said curve North 80°27'33" East 5.20 feet to the Westerly right-of-way line of the West lane of Mission Boulevard per Miscellaneous Map No. 148; thence along said Westerly line South 9°32'27" East 71.87 feet to the beginning of a 1980.00 foot radius curve, concave Westerly; thence along said curve through a central angle of 6°30'00" a distance of 224.62 feet; thence South 3°02'27" East 363.91 feet; thence leaving aforementioned Westerly line South 86°54'33" West 511.36 feet; thence North 2°58'02" West 532.19 feet; thence North 87°01'58" East 76.27 feet; thence North 3°02'17" West 60.98 feet; thence North 86°57'43" East 17.00 feet to the beginning of 3.00 foot radius curve, concave Northwesterly; thence along said curve through a central angle of 90°00'00" a distance of 4.71 feet; thence North 3°02'17" West 36.50 feet to the beginning of 3.00 foot radius curve, concave Southwesterly; thence along said curve through a central angle of 90°00'00" a distance of 4.71 feet; thence South 86°57'43" West 19.56 feet to the beginning of a 3.00 foot radius curve, concave Northeasterly; thence along said curve through a central angle of 90°00'00" a distance of 4.71 feet; thence North 3°02'17" West 116.00 feet to the TRUE POINT OF BEGINNING.

Contains 7.136 Acres (More or Less)

BASIS OF BEARINGS: Being the centerline of Strandway adjacent to Block 100, Parcel Map No. 8978, recorded July 27, 1979, F/P No. 79-315081 O.R.; in the City of San Diego, County of San Diego, State of California; i.e. North 2°48'00" West.

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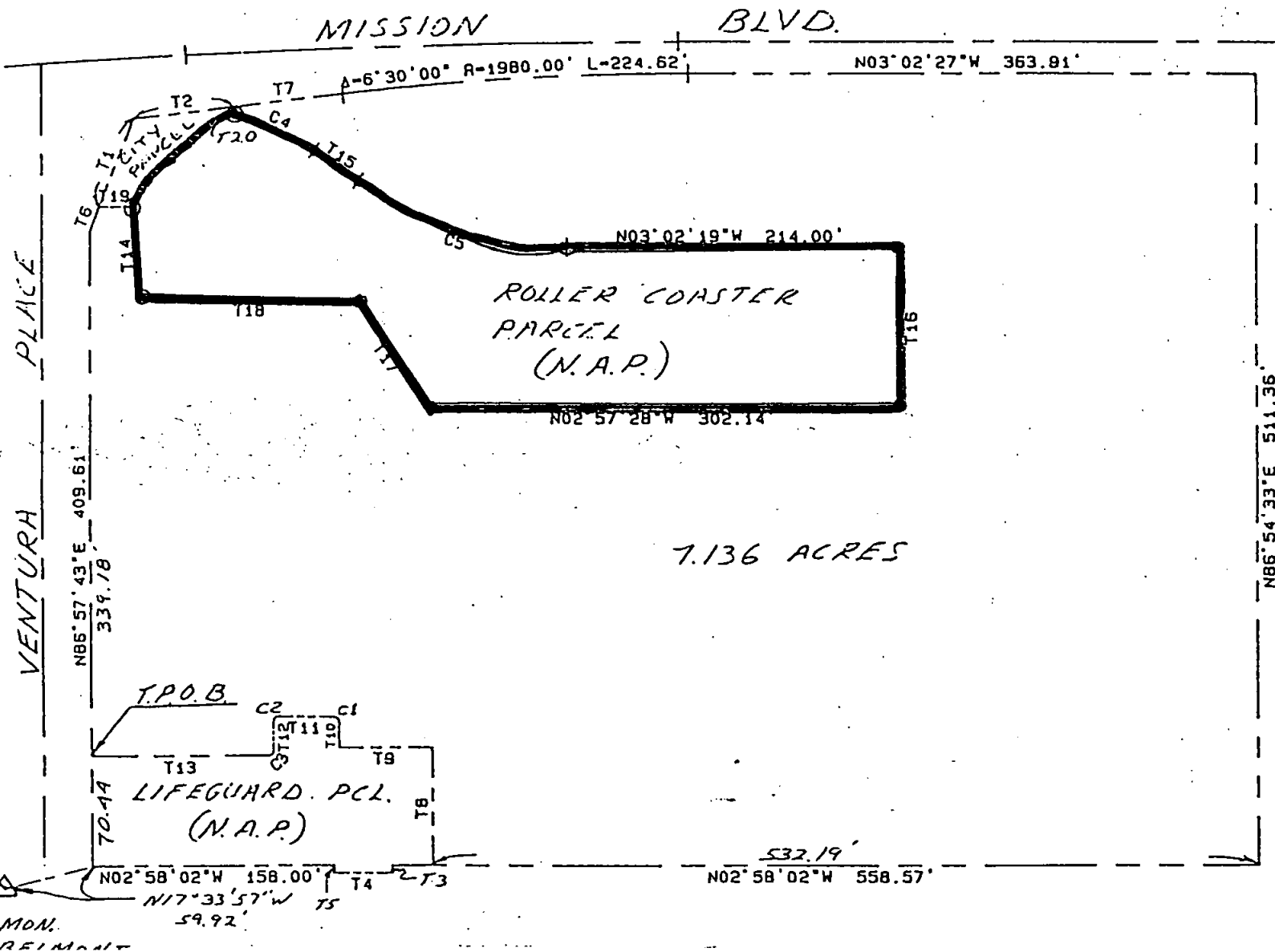
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Contains 7.136 Acres (More or Less)

2025 RELEASE UNDER E.O. 14176



NO.	DELTA	RADIUS	LENGTH
(C1)	90° 00' 00"	3.00'	4.71'
(C2)	90° 00' 00"	3.00'	4.71'
(C3)	90° 00' 00"	3.00'	4.71'
C4	20° 44' 09"	158.47'	57.35' ✓
C5	34° 27' 47"	240.13'	144.44' ✓

NO.	BEARING	DISTANCE
T1	N71° 07' 05" W	61.06'
T2	N09° 32' 27" W	65.91'
T3	N87° 01' 58" E	5.00'
T4	N02° 58' 02" W	38.00'
T5	N87° 01' 58" E	5.00'
T6	N71° 07' 05" W	17.05'
T7	N09° 32' 27" W	71.87'
T8	N87° 01' 58" E	76.27'
T9	N03° 02' 17" W	60.98'
T10	N86° 57' 43" E	17.00'
T11	N03° 02' 17" W	36.50'
T12	N86° 57' 43" E	19.56'
T13	N03° 02' 17" W	116.00'
T14	N81° 10' 03" E	57.96'
T15	N31° 25' 28" E	34.51' ✓
T16	N86° 57' 41" E	100.77' ✓
T17	N52° 40' 55" E	81.33' ✓
T18	N02° 26' 48" W	144.33' ✓
T19	N03° 02' 17" W	21.14' ✓
T20	N80° 27' 33" E	5.20'

O INDICATES F.D. 5/8" X 1/8" I.P.
W/CAP MARKED ACE 27741

● INDICATES FD. BRASS DISK
AND TACK MARKED PCE
27741

SCALE: 1" = 100'

DATE: 05.05.2011



NO.	BEARING	DISTANCE
T1	N71° 07' 05" W	61.06'
T2	N09° 32' 27" W	65.91'
T3	N87° 01' 58" E	5.00'
T4	N02° 58' 02" W	38.00'
T5	N87° 01' 58" E	5.00'
T6	N71° 07' 05" W	17.05'
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T20	N80° 27' 33" E	5.20'

● INDICATES FD. BRASS DISK
AND TACK MARKED RCE
27741

SCALE: 1" = 100'

DATE: 02/04/2001



	NO.	BEARING	DISTANCE
—	T1	N71° 07' 05" W	61.06'
—	T2	N09° 32' 27" W	65.91'
	T3	N87° 01' 58" E	5.00'
	T4	N02° 58' 02" W	38.00'
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