

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
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W20a

Go to original staff report

Addendum

June 7, 2013

To: Commissioners and Interested Persons

From: California Coastal Commission
San Diego Staff

Subject: Addendum to **Item W20a, Revised Findings on San Diego Unified Port District Port Master Plan Amendment No. 6-PSD-MAJ-43-12 (San Diego Marriott)**, for the Commission Meeting of June 13, 2013.

Staff recommends the following corrections be made to the above-referenced staff report. To distinguish between the revisions made to the original findings and the revisions made herein, all changes in the addendum are shown in italics/underlined for additions and italics/strike-out for deletions

1. On the top of Page 7, the first complete paragraph after the list of Port policies, shall be corrected as follows:

The Commission finds that the proposed port master plan amendment does ~~not~~ conform to the provisions of Section 30711 of the Coastal Act. The proposed changes in land and water uses ~~do not~~ contain sufficient detail in the port master plan submittal for the Commission to make a determination that the proposed amendment is consistent with the Chapter 3 and Chapter 8 policies of the Coastal Act.

2. The last paragraph on Page 10, continuing onto Page 11, and the first complete paragraph on Page 11 shall be corrected as follows:

However, after the project was submitted to the Commission for review, the applicant revised the project to address concerns regarding bulk and scale, outlined in detail below. These revisions resulted in a reduction in the size of proposed Marriott Hall. As revised, the new Marriott Hall would consist of a total of 71,800 sq.ft. of ballroom/exhibit space, with the total new gross building area equaling 169,400 sq.ft., and the total building footprint square footage of 80,400.

The existing building is set back from Harbor Drive approximately 90 feet, and is located 121 feet south of the existing Hyatt hotel parking structure. The proposed building, as

originally proposed, would have been located approximately 30 feet from Harbor Drive, and 88 feet from the Hyatt on the first floor, 78 feet on the second floor.

3. The last complete paragraph on Page 11 shall be corrected as follows:

Approximately ~~two-thirds~~ one half of Marina Walk would be a total of 50 feet wide, and would consist of a 10-foot wide strip of landscaping consisting of palm trees, evergreen canopy trees, and drought resistant, non-invasive plantings along the north side against the Hyatt garage, and an approximately 40-foot wide walkway, including intermittent benches and lighting, and landscaping on the south side of the walkway consisting of low-level drought resistant shrubs and groundcover (Exhibit #4). Adjacent to the existing mechanical equipment on the Hyatt leasehold, which is approximately 10-feet wide, the public access corridor ~~would~~ may narrow to approximately 32 feet wide to allow for construction of a low scale retaining wall and vine plantings to screen the mechanical equipment enclosure. In this area, the landscape strip on the north would be narrowed by several feet, and no landscaping would be provided on the south side of the walkway (Exhibit #6).

4. On Page 12, the first paragraph under the heading Marina Terrace shall be revised as follows:

The Marina Terrace portion of the proposed amendment would convert most of the existing 115-space surface parking lot, located between the hotel's North Tower and the Embarcadero Promenade, to a 25,000 sq.ft. flexible outdoor event area ~~primarily~~ to serve hotel guests (see Exhibit #3). Approximately 35 surface parking spaces west of Marina Terrace would remain (30 spaces for use by marina guests and 5 spaces for the public), resulting in a net loss of 80 parking spaces. The remaining portion of the parking lot would be approximately 10,000 sq.ft. and would occasionally be used as part of Marina Terrace for larger events, increasing the maximum potential size of Marina Terrace to 35,000 sq.ft. and temporarily removing the remaining 35 parking spaces.

5. On Page 19, the following revisions shall be made to Table 2-4, and the three paragraphs immediately following Table 2-4:

Table 2-4 Existing and Proposed Parking Supply

Parking Summary	Existing	Proposed	Difference
Marriott Hall	247	0	-247
Marina Terrace	115	35 ⁽²⁾	-80
Marina Walk	71	0	-71
Valet Garage	333	333	0
South Lot	271	266	-5
San Diego Convention Center Parking Spaces Allocated to Marriott ⁽¹⁾	700	700	0
Total	1,737	1,334	-403

⁽¹⁾ These parking spaces are not located within the Marriott leasehold, they are located in the adjacent San Diego Convention Center parking garage, which is directly accessible from the Marriott leasehold. Source: San Diego Marriott Marquis & Marina 2011

⁽²⁾ The 35 proposed Marina Terrace parking spaces includes 5 public spaces

To determine the adequacy of the proposed parking supply to accommodate the projected demand associated with the proposed PMPA, parking demand was calculated based on the Port District's Tideland Parking Guidelines (2001) using Port District parking rates developed specifically for the South Embarcadero. Although these guidelines are not part of the certified Port Master Plan, the ratios used are within the range of parking ratios commonly approved for coastal cities in San Diego County. In addition, the EIR for the project includes a parking study looking specifically at peak parking demand for the Marriott under various circumstances. Under both standards, even with the removal of 403 parking spaces, the remaining 1,334 parking spaces (which will include 5 public parking spaces) should be sufficient to meet the demand for parking at the Marriott.

As an example, looking specifically at parking for the marina, which is a high-priority, water-dependent recreational use, using the Port's Parking Guidelines of 0.33 parking spaces per boat slip, the parking requirement for the 446-slip Marriott Marina is 147 spaces. According to the Marriott, of those 147 spaces, 55 are currently marked and dedicated for marina use in the north lot, bayward of the hotel's North Tower, and 41 are marked and dedicated for marina use in the south lot, bayward of the hotel's South Tower, for a total of 96 existing marked and dedicated Marina parking spaces. The remainder of the required spaces (51) are accommodated in the generally available hotel spaces. Exhibit #5 shows the locations of the existing 1,737 Marriott parking spaces.

With the Marriott amendment, to make way for the proposed public access improvements, including Marina Walk and Marina Terrace, there would be a total of ~~35~~30 dedicated marina spaces remaining in the north lot, along with 5 spaces converted to public parking spaces. The 41 dedicated spaces in the south lot would remain, for a total of ~~76~~71 proposed dedicated marina parking spaces. Although there would be a ~~20~~25-space reduction in dedicated spaces, the balance of the parking spaces required for slip users (~~71~~76) could be fully accommodated in the ~~existing 1,334~~ remaining 1,329 general hotel parking areas.

CALIFORNIA COASTAL COMMISSION

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May 24, 2013

W20a

TO: COMMISSIONERS AND INTERESTED PERSONS

**FROM: SHERILYN SARB, DEPUTY DIRECTOR, SAN DIEGO COAST DISTRICT
DEBORAH LEE, DISTRICT MANAGER, SAN DIEGO COAST DISTRICT
DIANA LILLY, COASTAL PROGRAM ANALYST, SD COAST DISTRICT**

**SUBJECT: Revised Findings on San Diego Unified Port District Port Master Plan
Amendment No. 6-PSD-MAJ-43-12 (San Diego Marriott). For Commission
consideration and possible action at the meeting of June 12-14, 2013.**

SYNOPSIS**SUMMARY OF COMMISSION ACTION AND CHANGES TO STAFF
RECOMMENDATION MADE AT THE HEARING**

At the Commission meeting of November 15, 2012, the Commission approved the Port of San Diego Port Master Plan Amendment #6-PSD-MAJ-43-12 providing for improvements to and redevelopment of the downtown Marriott hotel leasehold. The existing hotel consists of two 25-story, guest room towers, a marina, and 58-foot high, 131,500 sq.ft., ballroom/meeting space known as Marriott Hall. The approved PMPA provides for three major redevelopment projects: demolition and reconstruction of Marriott Hall as a 68-foot high, 169,400 sq.ft building; expansion of and improvements to Marina Walk, a public accessway located between Harbor Drive and the bayside embarcadero; and replacement of the existing marina parking lot and restrooms with a 25,000 – 35,000 sq.ft. outdoor event area known as Marina Terrace.

Staff had identified several components of the proposed PMPA as originally proposed that did not meet the requirements of Chapter 3 of the Coastal Act. As originally submitted, the PMPA would have resulted in a portion of the newly expanded Marriott Hall building to be located in the existing, narrow (121 feet wide) airspace corridor providing a sky view between the Hyatt hotel parking structure to the north and the Marriott. Although there are no existing water views between the two buildings, the space does represent a “window to the bay” as one of the few breaks in the continuous wall of buildings located on public tidelands bayward of Harbor Drive (the first public roadway) all the way from the Hyatt complex to the San Diego Convention Center, a distance of approximately 2/3 of a mile. As originally proposed, the expansion would have narrowed the distance between the Marriott and the Hyatt complexes by about 1/3, to as little as 78 feet in width. In addition, the original PMPA did not provide for

sufficient public amenities to ensure that proposed public walkway and event space would be attractive and inviting to the general public.

Shortly before the hearing, the Port modified the proposal to reduce the size of the proposed Marriott Hall such that it will not expand any further northwest than the existing Marriott Hall, thereby maintaining the approximately 121 foot wide view space between the Marriott Hall and the neighboring Hyatt Hotel. Other plan revisions included new language committing to implementation of a public shuttle service prior to opening of the proposed hall redevelopment, providing for additional permanent public amenities such as benches and picnic tables adjacent to the Embarcadero walkway, and allocating 5 parking spaces for general public use in the parking lot that is proposed to remain next to the Embarcadero walkway.

The timing of the revisions did not allow staff sufficient time to review the changes to the site plan and the corresponding changes to the text and make a revised recommendation in writing. However, after assessing the revised project, staff determined that the revisions eliminated the original project's impacts to public visual and recreational resources and all inconsistencies with the Coastal Act. Therefore, at the hearing, staff verbally revised its recommendation to approval as submitted. With the modifications by the Port, the Port Master Plan amendment was approved as submitted. To distinguish between the strike-out/underline formatting in the original report and the revisions made herein per the Commission's action, additions to the original staff report below are indicated by **bold underline** and deletions by ~~**bold strike-out**~~.

COMMISSION VOTES

Port of San Diego PMPA #6-PSD-MAJ-43-12, approved as submitted and modified by the Port:

Commissioners Voting "Yes": McClure, Wickett, Mitchell, Brennan, Kinsey, Zimmer, Bochco, O'Connor, and Chairperson Shallenberger

Commissioners Voting "No": Sanchez

The appropriate motions and resolutions can be found on Page 5. The main findings for approval of the amendment begin on Page 8.

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending denial of the Port Master Plan Amendment (PMPA) as submitted, due to significant adverse impacts to views, visual quality and coastal recreation.

~~The Marriott hotel leasehold is located on the shoreline between the Manchester Grand Hyatt hotel towers and the San Diego Convention Center. The existing hotel consists of two 25-story, guest room towers, a marina, and 58-foot high, 131,500 sq.ft., ballroom/meeting space known as Marriott Hall. The proposed PMPA provides for three major redevelopment projects: demolition and reconstruction of Marriott Hall as a 68-foot high, 195,100 sq.ft building; expansion of and improvements to Marina Walk, an accessway located between Harbor Drive and the bayside embarcadero; and replacement of the existing marina parking lot and restrooms with a 25,000—35,000 sq.ft. outdoor event area known as Marina Terrace.~~

~~The majority of the development proposed in the PMPA would improve public access, views, and visitor-serving recreational opportunities on the Embarcadero waterfront, by significantly improving Marina Walk, providing new commercial recreational hotel event space, and through the provisions of some new public recreational amenities in the Marina Terrace event area.~~

~~However, as proposed, a portion of the newly expanded Marriott Hall building would be located in the existing, narrow (121 foot wide) airspace corridor providing a sky view that currently exists between the Hyatt hotel parking structure and the Marriott. Although there are no existing water views between the two buildings, the space does represent a “window to the bay” as one of the few breaks in the continuous wall of buildings located on public tidelands bayward of Harbor Drive (the first public roadway) all the way from the Hyatt complex to the San Diego Convention Center, a distance of approximately 2/3 of a mile. As originally proposed, the expansion would have narrowed the distance between the Marriott and the Hyatt complex by about 1/3, to as little as 78 feet in width.~~

~~Since the staff report was released, Commission staff, Port staff, and Marriott representatives have continued to discuss the Coastal Act issues associated with the project, and potential alternatives to reduce or eliminate impacts to public views, public access, and public recreation. As a result, the amendment has been revised several times to reduce the size of the proposed Marriott Hall. As of Tuesday, November 13, 2012, the Port has indicated that the revised amendment will reduce the size of the building such that it will not expand any further northwest than the existing Marriott Hall, thereby maintaining the approximately 121 foot wide view space between the Marriott Hall and the neighboring Hyatt Hotel. Other plan revisions include new language committing to implementation of a public shuttle service prior to opening of the proposed hotel expansion, and providing for additional permanent public amenities such as benches and picnic tables, adjacent to the Embarcadero walkway. The Port has also allocated 5 parking spaces for general public use in the parking lot that is proposed to remain next to the Embarcadero walkway.~~

~~These are clearly significant improvements; however, the timing of the most recent revisions does not allowed staff sufficient time to review the changes to the site plan and the necessary corresponding changes to the text and make a revised recommendation in writing. The most recent project changes and any potential revisions to the staff recommendation will be addressed verbally at the public hearing for the project. The Port's revised submittal is attached as an addendum to the staff report. A portion of the revised plan is attached to this addendum as Exhibit #22.~~

~~However, there is sufficient space on the site to significantly expand the building beyond its existing footprint without encroaching into the existing corridor between the Marriott and the Hyatt, although not to the lessee's preferred size and configuration. As proposed, the design of the expansion represents a significant impact on the visual quality of the public tidelands in an area that is already severely deficient in visual connections between uplands and the shoreline. In addition, although the improvements to Marina Walk will certainly enhance this bayside accessway on the ground, a widened accessway retaining the existing sky view and creating an expanded view corridor between these two leaseholds is really warranted given the absence of any meaningful view corridor or vertical access to San Diego Bay along this stretch of Harbor Drive. Given the nature of existing development, this is the one opportunity to establish a meaningful linkage and scenic window from the inland downtown core and the bayfront.~~

~~Therefore, because the Commission can only approve or deny port master plan amendments, staff is recommending the Port Master Plan Amendment be denied as submitted at this time.~~

The appropriate motions and resolutions can be found on Page 5. The main findings for denial of the begin on Page 8.

Port Master Plan Amendment Procedure. California Code of Regulations, Title 14, Section 13636 calls for port master plan amendments to be certified in the same manner as provided in Section 30714 of the Coastal Act for certification of port master plans. Section 13628 of the Regulations states that, upon the determination of the Executive Director that the master plan amendment and accompanying materials required by Section 13628(a) are sufficient, the master plan amendment shall be deemed submitted to the Commission for purposes of Section 30714 of the Coastal Act.

The subject PMPA was deemed submitted on June 28, 2012. Within 90 days after this submittal date, the Commission, after public hearing, shall certify or reject the amendment, in whole or in part. If the Commission fails to take action on the amendment submittal within the 90-day period, the proposed amendment is deemed certified. However, the Commission received a letter from the Port District waiving the time limit

for action. Since that time, working with Commission staff, the Port has revised the proposed amendment to add more specifics to the text of the plan regarding the size of the proposed hotel expansion, and specifics on the future shuttle and recreational use of the proposed Marina Terrace. The attached amendment reflects the Port's current proposal.

STAFF RECOMMENDATION:

I. PORT MASTER PLAN SUBMITTAL - RESOLUTION

Following a public hearing, staff recommends the Commission adopt the following resolution and findings. The appropriate motion to introduce the resolution and a staff recommendation are provided just prior to the resolution.

I. MOTION: I move that the Commission adopt the revised findings in support of the Commission's action on November 15, 2012 concerning Port of San Diego PMPA #6-PSD-MAJ-43-12.

STAFF RECOMMENDATION OF APPROVAL:

Staff recommends a YES vote on the motion. Passage of this motion will result in the adoption of revised findings as set forth in this staff report. The motion requires a majority vote of the members from the prevailing side present at the November 15, 2012 hearing, with at least three of the prevailing members voting. Only those Commissioners on the prevailing side of the Commission's action are eligible to vote on the revised findings. The Commissioners eligible to vote are:

Commissioners McClure, Wickett, Mitchell, Brennan, Kinsey, Zimmer, Bochco, O'Connor, and Chairperson Shallenberger.

RESOLUTION TO ADOPT REVISED FINDINGS:

The Commission hereby adopts the findings set forth below for approval of the Port Master Plan Amendment as submitted on the grounds that the findings support the Commission's decision made on November 15, 2012 and accurately reflect the reasons for it.

~~RESOLUTION I (Resolution to deny certification of Port of San Diego Master Plan Amendment No. 43)~~

~~MOTION I~~

~~— I move that the Commission certify the San Diego Unified Port District Master Plan Amendment No. 43 as submitted by the port.~~

~~— Staff Recommendation~~

~~Staff recommends a NO vote. Failure of this motion will result in rejection of the port master plan amendment and adoption of the following resolution and findings. The motion to certify passes only upon an affirmative vote of a majority of the Commissioners present.~~

~~— Resolution I~~

~~— Deny Certification of Amendment~~

~~— The Commission hereby denies certification to San Diego Unified Port District Master Plan Amendment No. 43 and finds, for the reasons discussed below, that the amended Port Master Plan does not conform with or carry out the policies of Chapter 3 and Chapter 8 of the Coastal Act. Nor would certification of the amendment meet the requirements of the California Environmental Quality Act, as there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the amendment.~~

II. FINDINGS AND DECLARATIONS.

The Commission finds and declares as follows:

A. Previous Commission Action. The Commission certified the San Diego Unified Port District Master Plan on October 14, 1980. The Commission has reviewed approximately forty-two amendments since that date.

B. Contents of Port Master Plan Amendments. California Code of Regulations Title 14, Section 13656 calls for port master plan amendments to be certified in the same manner as port master plans. Section 30711 of the Coastal Act states, in part, that a port master plan shall include all the following:

- (1) The proposed uses of land and water areas, where known.
- (2) The proposed design and location of port land areas, water areas, berthing, and navigation ways and systems intended to serve commercial traffic within the area of jurisdiction of the port governing body.
- (3) An estimate of the effect of development on habitat areas and the marine environment, a review of existing water quality, habitat areas, and quantitative

and qualitative biological inventories, and proposals to minimize and mitigate any substantial adverse impact.

- (4) Proposed projects listed as appealable in Section 30715 in sufficient detail to be able to determine their consistency with the policies of Chapter 3 (commencing with Section 30200) of this division.
- (5) Provisions for adequate public hearings and public participation in port planning and development decisions.

The Commission finds that the proposed port master plan amendment does not conform to the provisions of Section 30711 of the Coastal Act. The proposed changes in land and water uses do not contain sufficient detail in the port master plan submittal for the Commission to make a determination that the proposed amendment is consistent with the Chapter 3 and Chapter 8 policies of the Coastal Act.

The proposed amendment was the subject of an Environmental Impact Report under the California Environmental Quality Act. The Environmental Impact Report associated with the plan amendment was subject to public review and hearing and was adopted by the Board of Port Commissioners on December 13, 2011 as Resolution #2011-178. A public hearing on the proposed master plan amendment was held and the amendment was adopted by the Board of Port Commissioners on December 13, 2011 as Resolution #2011-179.

C. Standard of Review. Section 30700 states that Chapter 8 shall govern those portions of the San Diego Unified Port District, excluding any wetland, estuary, or existing recreation area indicated in Part IV of the Coastal Plan. The entire water area under the jurisdiction of the Port of San Diego is covered by Chapter 3 policies because San Diego Bay is mapped as an estuary and wetland in Part IV of the Coastal Plan, and on the maps adopted by the Commission pursuant to Section 30710 of the Act. Sections 30714 and 30716 of the Coastal Act provides that the Commission shall certify a PMPA if the it conforms with and carries out the policies of Chapter 8 of the Coastal Act or, if there is a portion of the proposed PMPA that is appealable to the Commission pursuant to section 30715 of the Coastal Act, then that portion of the PMPA must also be consistent with Chapter 3 policies of the Coastal Act. Pursuant to section 30715(a)(4) of the Coastal Act, a port-approved hotel, motel or shopping facility not principally devoted to the sale of commercial goods utilized for water-oriented purposes is appealable to the Commission. The proposed amendment involves changes to the text and project list of the Centre City Embarcadero Planning District 3. The proposed Marriott improvements are appealable to the Commission and thus, that portion of the proposed PMPA must be consistent with Chapter 8 and Chapter 3 policies of the Coastal Act.

D. Summary of Proposed Plan Amendment and History.

1. Project Setting

The Marriott hotel leasehold is located on the bayward side of Harbor Drive at 333 West Harbor Drive in downtown San Diego, immediately inland of a public pedestrian promenade on the bayfront. The redevelopment project proposed in the plan is located on a 5.4-acre portion on the northwest side of the 17.4-acre Marriott leasehold (see Figure #3). The site and the area surrounding the site is entirely developed with urban uses, including the Hyatt hotel immediately north of the Marriott, the San Diego Convention Center to the south, Harbor Drive and the Martin Luther King Jr. Promenade to the east, and San Diego Bay and the Embarcadero Promenade to the west.

The existing Marriott hotel consists of two 25-story, 293 foot high guest room towers with 1,362 guest rooms, ballroom and meeting rooms, restaurants, retail, a fitness center, employee facilities, and other support facilities for the hotel. The Marriott also has a 446-slip marina in the water area adjacent to the hotel. No changes to the marina are proposed in the subject PMPA. Existing primary vehicular access to the hotel is from Harbor Drive. Vehicles can also access the Marriott hotel through its south parking lot from Convention Center Way.

The existing 131,500 sq.ft., 58-ft. high Marriott Hall is located on the Harbor Drive and north sides of the building. The upper level of this structure houses a 27,000 sq.ft. ballroom on the upper floor and six smaller meeting rooms. On the lower level is a 24,600 sq.ft. parking area that on very rare occasions is used for exhibit displays during hotel conventions. The remaining area consists of pre-function space and internal circulation areas. Mechanical cooling towers and a 115-space parking lot and restroom for marina tenants are located on the bayward side of the site.

2. History

In October 1998, the Commission approved a Port Master Plan Amendment for the South Embarcadero Redevelopment Program I (PMPA #26). This amendment provided for the construction of a new Hyatt hotel tower and associated meeting/ballroom space, the expansion of Seaport Village, and widening Harbor Drive. The amendment included designation of a new public accessway, Marina Walk, between the existing Hyatt tower and the Marriott. The walkway existed (and still exists) on the site, but it consists only of a narrow, 16-foot-wide sidewalk next to the Hyatt parking garage, with several feet of adjacent landscaping. The site is not easily accessible from the Embarcadero Promenade, and views down the walkway are blocked by a portion of Sally's Seafood On The Water restaurant (Sally's), mechanical equipment associated with the Hyatt, and the cooling towers associated with the Marriott. The approved PMPA specifically designated Marina Walk as a public walkway, and added language to the text of the PMP stating "Between

the existing Marriott and Hyatt Hotels, an accessway is proposed consistent with the Public Access Program.”

On July 27, 1999, the Board of Port Commissioners approved a permit (CDP 99-1) for the construction of the new hotel tower and meeting/ballroom expansion at the Hyatt Regency Hotel located adjacent to the subject Marriott hotel. This permit includes the following conditions:

15. The applicant shall cooperate with the adjacent (Marriott) hotel to widen Marina Walkway consistent with the South Embarcadero Public Access Program at the time that the adjacent hotel improves their site. [and]

26. D. Manchester is required to remove and/or remodel the exterior walls at the southeast corner of Sally’s Restaurant to provide a clear view of San Diego Bay from Harbor Drive at the time of any significant redevelopment of the San Diego Marriott Hotel and Marina (Marriott) site. At that time, Manchester and Marriott will be required to jointly improve and maintain (on a pro-rata basis) a 145-foot public accessway at Harbor Drive, 50 feet at its center, and 80 feet at the Embarcadero Promenade located between the existing Hyatt Regency Hotel and Marriott, as required by the EIR Mitigation, Monitoring and Reporting Program (MMRP), dated May 1998, and adopted by the Board (attached as Exhibit “A”). Manchester has provided conceptual drawings showing a continuous glass wall replacing the solid wall presently existing at Sally’s at the Marriott property line. This concept, as shown on MCM Architects Sheet T1.10 “Conceptual Plan Sally’s Restaurant Future Expansion” dated July 12, 1999, will need to be developed if and when the Marriott undergoes a significant development project.

The proposed amendment provides for a significant development improvement project that triggers the above permit requirements.

3. Amendment Description

The proposed Port Master Plan Amendment (PMPA) for the Marriott improvements involves changes to the text and project list within the Port District’s Centre City Embarcadero Planning District 3. No changes to land or water use are proposed. There are three major components to the project: demolition and reconstruction of Marriott Hall; expansion of and improvements to Marina Walk; and replacement of the existing marina parking lot and restrooms with an outdoor event area known as Marina Terrace.

Marriott Hall

The Marriott Hall expansion consists of demolishing the existing 58-foot high, 2-level meeting/ballroom building adjacent to the hotel towers to the north, and constructing a new 68-foot high, 3-level building. Demolition includes removing 247 existing parking

spaces. Additionally, five parking spaces in the South Lot (located south of the Marriott, adjacent to the convention center) would be removed to include more ADA compliant parking spaces to replace the ADA spaces that would be lost at Marriott Hall.

The new Marriott Hall would contain three levels. The following Table 2-3 from the EIR shows a comparison of the different uses between the existing and proposed buildings **as originally proposed**:

CHAPTER 2 PROJECT DESCRIPTION

Table 2-3 Existing and Proposed Marriott Hall Facilities

Type of Land Use	Existing	Proposed	Difference
Ground Floor			
Ballroom/Exhibit/Meeting Space(s.f.)	0	41,800	41,800
Pre-Function (s.f.)	300	19,600	19,300
Public Restrooms (s.f.)	500	2,000	1,500
Public Circulation (s.f.)	1,100	3,300	2,200
Back Of House (s.f.)	21,600	20,000	-1,600
Exterior Covered (s.f.)	12,900	3,600	-9,300
Parking Area (s.f.)	24,600	0	-24,600
Mezzanine			
Pre-Function (s.f.)	300	0	-300
Public Circulation (s.f.)	800	1,100	300
Back Of House (s.f.)	3,800	6,800	3,000
Exterior Covered (s.f.)	16,600	0	-16,600
Upper Floor			
Ballroom/Meeting Space (s.f.)	27,000	41,700	14,700
Pre-Function (s.f.)	8,400	23,000	14,600
Public Restrooms (s.f.)	1,400	2,800	1,400
Public Circulation (s.f.)	1,000	10,700	9,700
Back Of House (s.f.)	7,800	18,700	10,900
Exterior Covered	3,400	0	-3,400
Total Gross Building Area (s.f.)	131,500	195,100	63,600

Source: San Diego Marriott Marquis & Marina 2011

As noted, **as originally proposed**, the total ballroom/meeting space would increase by 56,500 sq.ft., from the existing 27,000 sq.ft. to 83,500 sq.ft. The total new gross building area for Marriott Hall would increase from 131,500 sq.ft. to 195,100 sq.ft., and the total building footprint of Marriott Hall would increase from 60,900 sq.ft. to 86,700 sq.ft.

However, after the project was submitted to the Commission for review, the applicant revised the project to address concerns regarding bulk and scale, outlined in detail below. These revisions resulted in a reduction in the size of proposed Marriott Hall. As revised, the new Marriott Hall would consist of a total of 71,800

sq.ft. of ballroom/exhibit space, with the total new gross building area equaling 169,400 sq.ft., and the total building square footage of 80,400.

The existing building is set back from Harbor Drive approximately 90 feet, and is located 121 feet south of the existing Hyatt hotel parking structure. The proposed building would be located approximately 30 feet from Harbor Drive, and 88 feet from the Hyatt on the first floor, 78 feet on the second floor.

Marina Walk

As noted above, the existing Marina Walk consists of an approximately 430-foot long, 16-foot wide sidewalk and landscaped area on the Hyatt leasehold next to the Hyatt parking structure, adjacent to the existing Marriott parking lot and driveway on the northwest side of the leasehold. The existing pedestrian walkway begins at Harbor Drive, and terminates at the end of the parking structure before reaching the Embarcadero Promenade, although it is possible to continue through an existing parking lot approximately 200 feet to the Promenade. Near the terminus of the sidewalk, mechanical equipment in an approximately 8-foot high enclosure encroaches several feet into the walkway. Views to the bay between the Hyatt and the Marriott from the walkway or from anywhere along Harbor Drive are blocked by existing landscaping, a corner of Sally's Restaurant, the cooling towers, and the mechanical equipment.

The amendment provides for the removal of the existing landscaping and surface parking, relocation of the cooling towers, and construction of an improved public accessway partially on the Hyatt leasehold and partially on the Marriott leasehold. Construction of the walkway would remove 71 parking spaces serving the hotel guests and visitors.

Approximately two-thirds of Marina Walk would be a total of 50 feet wide, and would consist of a 10-foot wide strip of landscaping consisting of palm trees, evergreen canopy trees, and drought resistant, non-invasive plantings along the north side against the Hyatt garage, and an approximately 40-foot wide walkway, including intermittent benches and lighting, and landscaping on the south side of the walkway consisting of low-level drought resistant shrubs and groundcover. (Exhibit #4). Adjacent to the existing mechanical equipment on the Hyatt leasehold, which is approximately 10-feet wide, the public access corridor ~~would~~ may narrow to approximately 32 feet wide to allow for construction of a low scale retaining wall and vine plantings to screen the mechanical equipment enclosure. In this area, the landscape strip on the north would be narrowed by several feet, and no landscaping would be provided on the south side of the walkway (Exhibit #6).

Beyond the Hyatt garage, closer to the Embarcadero, the Marina Walk would widen to approximately 80 feet in width, including the replacement restrooms and landscaping adjacent to Sally's restaurant and the Marriott parking area. The new restrooms would be

available to marina users at all times, and would be open to the public during daylight hours (Exhibit #3).

The amendment also includes remodeling of the southeast corner of Sally's restaurant per the above-cited Port permit. The modifications to Sally's would remove the precast concrete panels surrounding the southeast corner of the restaurant and replace them with translucent glass that will wrap around the corner of the building. This is expected to enhance views to the bay as seen from Marina Walk.

Marina Terrace

The Marina Terrace portion of the proposed amendment would convert most of the existing 115-space surface parking lot, located between the hotel's North Tower and the Embarcadero Promenade, to a 25,000 sq.ft. flexible outdoor event area primarily to serve hotel guests (see Exhibit #3). Approximately 35 surface parking spaces west of Marina Terrace would remain for use by marina guests, resulting in a net loss of 80 parking spaces. The remaining portion of the parking lot would be approximately 10,000 sq.ft. and would occasionally be used as part of Marina Terrace for larger events, increasing the maximum potential size of Marina Terrace to 35,000 sq.ft. and temporarily removing the remaining 35 parking spaces.

Marina Terrace would consist of paved, open, outdoor space that the hotel would use, as needed, for outdoor hotel-sponsored events. Events on Marina Terrace would be mid-size, informal affairs such as mixers or cocktail parties, luncheons, and receptions. Events may include amplified music and public address (PA) systems. The Port has indicated that it is expected that up to 50 hotel events would take place each year at Marina Terrace.

Marina Terrace would have landscaping, lighting for nighttime safety and security, and would not have a permanent roof or shade structure. The existing 1,200 sq.ft. marina restroom building in the parking lot would be rebuilt and enlarged adjacent to Marina Walk, as described above. When not in use for outdoor hotel events, Marina Terrace would be accessible to the public. Enhanced paving through the existing landscaped areas is proposed to create a visual connection from the Embarcadero Promenade to Marina Terrace.

The plan includes pedestrian-oriented improvements and services provided along the promenade, including permanent public seating and tables, as well as a revised landscape buffer with paths connecting the promenade and Marina Terrace. In addition, in order to support the viability of the proposed Marina Walk, a small reservoir (5 spaces) of open public parking will be reserved in this area.

Two mechanical cooling towers that serve the North Tower and existing Marriott Hall are currently located in an 18-foot-high louvered enclosure separate from the existing

Marriott buildings, between the Marriott and Hyatt adjacent to the proposed Marina Walk area. The mechanical cooling towers would be removed and relocated between the 35-space parking lot and the North Tower, adjacent to an existing sloping wall and existing loading dock entry door. Two new mechanical cooling towers would also be added in this location to meet the needs of the new Marriott Hall. All four cooling towers would be enclosed by a 23-foot-high louvered wall.

E. Findings for Consistency with Chapter 3/Chapter 8 of the Coastal Act. The proposed PMPA would result in changes to the text of Planning District 3 (Centre City/Embarcadero) of the Port Master Plan. In order for the Commission to certify the PMPA, the Commission must determine that the amendment conforms to the following applicable Chapter 3 and Chapter 8 policies of the Coastal Act listed under each section.

1. Visual Quality, Community Character, and Public Access

The following Coastal Act policies are relevant and applicable:

Section 30210

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

(1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,

(2) adequate access exists nearby, or,

[...]

Section 30251

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas....

In addition to the importance of protecting existing views to and along the ocean and scenic coastal areas, the visual protection policies of the Coastal Act require development to be sited and designed to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

As proposed, the development permitted through the PMPA would have a significant effect on public views and the visual character of the area as seen from Harbor Drive and from the existing Embarcadero, both positive and negative. As described above, the project includes a substantial expansion and improvement to Marina Walk, as required by the permit issued by the Port District in 1999. However, the demolition and reconstruction of Marriott Hall raises concerns regarding the compatibility of the bulk and scale of the proposed structure with the surrounding pedestrian orientation and the current blockage of all public views along Harbor Drive to the Embarcadero extending from the Convention Center all the way to the north of the Hyatt.

Although all Port District land is publicly owned, the pattern of shoreline development in downtown San Diego's Embarcadero area over the years bayward of Harbor Drive (the first public roadway) has created a significant physical and visual barrier between upland areas and the waterfront. The South Embarcadero region is particularly constrained. From the north (second) Hyatt tower south for approximately 2/3 of a mile to the second convention center expansion, there is a solid mass of buildings with no views of the water, and only very limited, narrow public accessways in between or over existing buildings. There is a narrow view corridor between the convention center and the Hilton hotel, and then all views and public access are blocked for several miles by the Tenth Avenue Marine Terminal, shipyards, and the Naval Base (see Exhibit #1).

Public views to the bay from the North Embarcadero region are considerably better, although various structures blocking views along this segment of the shoreline have arisen over the years as well, including the Midway aircraft carrier museum, the new cruise ship terminal on Broadway, and the cruise ship terminal and shore power structures on B Street. The on-going pressure to develop new and expanded structures that incrementally encroach upon the remaining public views to the bay is a challenge the Port and Commission must address on San Diego's bayfront.

Under these circumstances, it is particularly important that all new shoreline development in the North and South Embarcadero regions be sited and designed to restore and enhance the visual quality of the area. Even a relatively small increase in the existing wall of development along the bayfront should be avoided if at all feasible.

As described above, the designation of a new public access corridor between the Marriott and the Hyatt hotels was required in 1999 as a mitigation measure for the impacts to public views and public access from construction of a second Hyatt tower. At that time, the Marriott had been considering construction of a third hotel tower, and it was anticipated that a major reconstruction of the Marriott would occur relatively soon. Thus, construction of the expanded Marina Walkway was tied to the future expansion of the Marriott.

However, as Marriott did not propose a major expansion until now, the mitigation for the Hyatt has now been deferred for approximately 13 years. The proposed project would construct Marina Walk generally consistent with the approved Port permit conditions; the walkway would be approximately 145 feet at Harbor Drive, 50 feet wide for the majority of the middle section, and 80 feet wide at the Embarcadero public walkway. In addition, revisions will be made to the corner of Sally's restaurant to help open up views down the new walkway towards the water.

As described, the existing equipment enclosure would encroach into a portion of the walkway. This would constrict access and block views. However, the Port District and lessees have indicated it would be difficult and extremely costly to relocate the equipment, and the alternative location for the equipment would be on the Harbor Drive side of the Hyatt parking structure, which would encroach on the public sidewalk and be unsightly. Thus, leaving the equipment in place, but designing an attractive enclosure with access around and next to the equipment appears to be the superior alternative. Overall, the construction of a widened, continuous walkway from Harbor Drive to the Embarcadero promenade will substantially improve public access and create a new view corridor, generally consistent with the Hyatt permit conditions and required mitigation.

However, the ~~proposed~~ expansion of Marriott Hall ~~will cause~~ as it was originally proposed, would have resulted in significant visual resource impacts. Although there are currently no water views between the Hyatt and the Marriott hotel leaseholds, there is an open sky view towards the waterfront between the structures which provides some visual relief from the wall of structures along Harbor Drive (see Exhibit #15). ~~However~~ As originally proposed, the ~~proposed~~ expansion ~~will reduce~~ would have reduced the distance between the two structures from 121 to 88 feet on the ground floor, and 78 feet on the second floor, significantly narrowing the corridor and sky view between the buildings (see Exhibit #16). This loss of open sky view ~~will occur~~ would have occurred despite the opening of Marina Walkway.

Section 30251 requires permitted development to be sited and designed to protect views to and along the ocean and scenic coastal areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. Ideally, all new major redevelopment of existing structures in the North and South Embarcadero planning regions, particularly on public tidelands, should enhance and restore views since these areas significantly wall-off public views to and along the ocean, but at a minimum, new projects should not decrease them.

The Port has asserted that the project will improve views and the visual quality of the area, because the project includes the improvements to Marina Walkway. However, as noted, these improvements were required mitigation for the second Hyatt tower, approved by the Port in 1999; they will remedy a loss in visual quality that has already occurred, and are not an offsetting measure of the proposed project. The proposed building expansion is a new impact on public views that has not previously been reviewed. One of the goals of the certified Port Master Plans specifically states the following:

IX. THE PORT DISTRICT WILL INSURE PHYSICAL ACCESS TO THE BAY EXCEPT AS NECESSARY TO PROVIDE FOR THE SAFETY AND SECURITY, OR TO AVOID INTERFERENCE WITH WATERFRONT ACTIVITIES.

- Provide "windows to the water" at frequent and convenient locations around the entire periphery of the bay with public right-of-way, automobile parking and other appropriate facilities.
- Provide access along the waterfront wherever possible with promenades and paths where appropriate, and elimination of unnecessary barricades which extend into the water.

The space between the Marriott and the Hyatt is one of few windows to the water anywhere along the entire span of the South Embarcadero. Even with construction of Marina Walkway, as originally proposed, the expanded ballroom would ~~be loom~~ have loomed close enough to the walkway (78 feet) that it would visually intrude upon and constrain what should be a major public accessway, open and inviting without being hemmed in by structures.

As shown on Exhibit #14, the vast majority of the proposed building expansion ~~could~~ can be accommodated without constructing the building any closer to the Hyatt leasehold than the existing structure. The proposed redevelopment involves completely demolishing the existing structure and reconstructing a new building; a new building could clearly be designed to be taller, or have a slightly different configuration and building footprint, and avoid any encroachment to the north into the public viewshed.

Representatives of the Marriott have submitted documentation concluding that reconstruction of a new ballroom/meeting hall that does not include an expansion towards

the Hyatt is **infeasible not ideal**, due to operational requirements for a certain amount of contiguous space. Nevertheless, while the Commission recognizes that the site constraints may not allow a new ballroom of the ideal size and configuration from the lessee's perspective, the site is located on public land, in an area where existing public views to the water and visual quality have been significantly constrained and degraded. There is adequate area to build a new, expanded ballroom that does not adversely impact public views, as required by the visual protection policies of the Coastal Act.

~~The Coastal Act does not provide for the addition of suggested modifications to a Port Master Plan Amendment, but only allows for approval or denial. As proposed, the proposed PMPA would authorize development that has not been sited and designed to protect views to and along the ocean, and would result in a significant adverse impact to the visual quality of the area. Therefore, the amendment must be denied.~~

When redevelopment along the shoreline occurs, it creates opportunities and also the responsibility to re-establish physical and visual corridors for the public that may have been obstructed by past development. Thus, after discussion with Commission staff and examining potential alternatives to reduce or eliminate impacts to public views, public access, and public recreation while maintaining the Marriott's operational needs, the Port submitted a revised amendment reducing the size of the building such that it will not expand any further northwest than the existing Marriott Hall, thereby maintaining the approximately 121 foot wide viewspace between the Marriott Hall and the neighboring Hyatt Hotel. Therefore, although the reconstructed building will be taller than the existing building and will be located closer to Harbor Drive, the airspace corridor between the buildings will be maintained, and a "window to the bay" will be preserved, along with the creation of a significant bay water view.

In addition, at the hearing, consideration was given to the potential ability to open up the view corridor even further through more significant revisions to the portion of Sally's Restaurant that currently blocks bay views down the corridor. However, the Commission found the proposed revisions to the restaurant were consistent with the mitigation requirements in the coastal development permit for the Hyatt and there is no ability to require further revisions at this time. In the future, the Port should consider the potential to expand public bay view opportunities through its review of redevelopment in such bayfront leaseholds.

As described above, the new Marriott Hall will be oriented towards Harbor Drive, and signage and landscaping will be designed to enhance, not block views, while directing the public towards the shoreline. Combined with the required revisions to Sally's Restaurant and the substantial improvements to Marina Walk, the development will result in significant improvements to both public views and public

access to the bayfront. Therefore, as submitted, the proposed amendment is consistent with the visual protection policies of the Coastal Act.

2. Parking/Public Access.

Previously cited Coastal Act Sections 30210, 30211, 30212 are applicable to the project, as well as the following policies:

Section 30213

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30220

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30252

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation....

Section 30253

New development shall do all of the following: [...]

(d) Minimize energy consumption and vehicle miles traveled. [...]

The proposed PMP changes would result in a total loss of 403 parking spaces. As described in the project EIR, the location of the removed parking spaces is as follows:

Table 2-4 Existing and Proposed Parking Supply

Parking Summary	Existing	Proposed	Difference
Marriott Hall	247	0	-247
Marina Terrace	115	35	-80
Marina Walk	71	0	-71
Valet Garage	333	333	0
South Lot	271	266	-5
San Diego Convention Center Parking Spaces Allocated to Marriott ⁽¹⁾	700	700	0
Total	1,737	1,334	-403

⁽¹⁾ These parking spaces are not located within the Marriott leasehold, they are located in the adjacent San Diego Convention Center parking garage, which is directly accessible from the Marriott leasehold.
Source: San Diego Marriott Marquis & Marina 2011

To determine the adequacy of the proposed parking supply to accommodate the projected demand associated with the proposed PMPA, parking demand was calculated based on the Port District's *Tideland Parking Guidelines* (2001) using Port District parking rates developed specifically for the South Embarcadero. Although these guidelines are not part of the certified Port Master Plan, the ratios used are within the range of parking ratios commonly approved for coastal cities in San Diego County. In addition, the EIR for the project includes a parking study looking specifically at peak parking demand for the Marriott under various circumstances. Under both standards, even with the removal of 403 parking spaces, the 1,334 parking spaces should be sufficient to meet the demand for parking at the Marriott.

As an example, looking specifically at parking for the marina, which is a high-priority, water-dependent recreational use, using the Port's Parking Guidelines of 0.33 parking space per boat slip, the parking requirement for the 446-slip Marriott Marina is 147 spaces. According to the Marriott, of those 147 spaces, 55 are currently marked and dedicated for marina use in the north lot, bayward of the hotel's North Tower, and 41 are marked and dedicated for marina use in the south lot, bayward of the hotel's South Tower, for a total of 96 existing marked and dedicated Marina parking spaces. The remainder of the required spaces (51) are accommodated in the generally available hotel spaces. Exhibit #5 shows the locations of the existing 1,737 Marriott parking spaces.

With the Marriott amendment, to make way for the proposed public access improvements, including Marina Walk and Marina Terrace, there would be a total of 35 dedicated spaces remaining in the north lot. The 41 dedicated spaces in the south lot would remain, for a total of 76 proposed dedicated marina parking spaces. Although there would be a 20-space reduction in dedicated spaces, the balance of the parking spaces required for slip users (71) could be fully accommodated in the existing 1,334 general hotel parking areas.

Nevertheless, any expansion project that also includes the loss of more than 400 parking spaces needs to take into account the long-term goals of improving public access and circulation in an environment of increasing population in an expanding, high-density metropolitan area. In evaluating the impact the proposed development will have on coastal access, it is important to keep several factors in mind. Redevelopment efforts often present challenges with regard to parking, traffic, and circulation patterns. The Coastal Act supports the construction of new development in existing developed areas to decrease sprawl and impacts to open space. In a dense downtown neighborhood with limited space to reserve for parking lots and with existing transit infrastructure, designing development dependent upon automobile access and dedicating substantial amounts of land area to parking lots is not necessarily the best or most efficient use of waterfront land. It also discourages the use and development of non-automobile transit systems. Instead, development in these locations should be designed to take advantage of existing mass-transit opportunities, and to supplement existing facilities with new alternate transit systems.

With these goals in mind, Commission staff worked with the Port District to include the following additions and revisions to the proposed PMPA:

Throughout the South Embarcadero (G Street mole to the Convention Center Hotel Complex), commercial development is also required to participate in and contribute a fair share to the Port District's implementation of a permanent bayside shuttle system that would serve and connect tideland uses along the waterfront, such as the Convention Center Hotel Public Parking Facility, hotels, Seaport Village, and other waterfront destinations. Although outside the South Embarcadero, the bayside shuttle should also provide service to the Midway. In addition, this bayside shuttle should include linkages to public roadside shuttle systems serving downtown San Diego, the airport, and MTS transportation hubs. ~~Implementation~~ Port District implementation of the bayside shuttle system is ~~a goal that is~~ intended to serve visitors as part of an integrated waterfront access and parking program that the Port District shall pursue in conjunction with the City of San Diego, CCDC and MTS. The Port District will fund the bayside shuttle system at its cost and may seek cost recovery and financial participation consistent with its policies and practices and applicable laws. Cost recovery and financial participation may include: collection of fares, grants, advertising, voluntary tenant participation, mandatory tenant participation at the time of issuance of a coastal development permits for Port District tenant projects within the South Embarcadero, and other sources as may be identified by the Port District. If rider fares are collected, fares will be kept at a low cost as compared to comparable transportation services within the region. The District will prepare a bayside shuttle system program and operational plan prior to the shuttle system commencing operations. The bayside shuttle system will be operational in accordance with the conditions of approval for the North Embarcadero Visionary (NEVP) Phase I project.

Furthermore, the PMPA also states:

Marriott's proposed improvements trigger its mandatory participation in the Port District's implementation of the permanent bayside shuttle system. The bayside shuttle system will be operational prior to the opening of the Marriott Hall expansion, and Marriott's participation in the shuttle system will be a condition precedent to issuance of a certification of occupancy for the proposed Marriott Hall expansion.

The summer of 2012 saw the first implementation of a summer season shuttle system for the Embarcadero region. The Port has reported that the program was extremely successful, and plans are underway to expand both the range and duration of the project. The Port District, through this PMPA, is specifically committing to implementation of a low-cost bayside shuttle that will serve the project area and the surrounding region, to ensure that long term public access is preserved and enhanced. ~~However, t~~ The proposed language ~~still remains deficient in that it fails to establish further~~ specifically ensures that the shuttle will be in operation by the time the hotel expansion is open.

The existing PMP also includes a Parking Management and Monitoring Plan (PMMP) originally certified with the South Embarcadero Redevelopment Plan I Port Master Plan Amendment. The PMMP, which is being updated as part of this amendment, is designed to ensure that the various proposed developments conform to the Port District's Parking Guidelines through implementation of measures that reduce parking demand and/or increase parking availability. The measures include the following:

- requiring commercial recreational tenants to provide convenient shuttle bus service between their facilities and off-site parking lots for employees and staff during peak patron demand periods, when on-site parking by employees and staff shall be prohibited;
- requiring commercial recreational tenants to provide and maintain secure bicycle parking racks, on-site pedicab and taxi parking spaces;
- requiring commercial recreational tenants to provide off-site parking, with valet and/or shuttle service as appropriate, for patrons during peak automobile parking demand periods; and
- requiring commercial recreational tenants to provide employees and staff discounted mass transit passes.

Consistent with the policies of the Coastal Act, the amendment provides for updated and expanded commercial facilities within walking distance of residential areas that will minimize the use of coastal access roads. Additionally, the proposed project itself involves the construction of new visitor-serving facilities and improved public access opportunities, consistent with the public access and recreation policies of the Coastal Act. ~~However, although the proposed commitment from the Port to assume responsibility for a bayside shuttle is laudable, it still falls short of an actual~~

~~program and operational plan.~~ In addition, in order to support the viability of the proposed Marina Walk, a small reservoir (**5 spaces**) of open public parking ~~should also~~ **will** be reserved in this area. In this manner, local residents and visitors alike ~~could~~ **will be able to** stop by and conveniently access the bayfront. Thus, with regard to reserved public parking, the need for a widened accessway within an expanded public view corridor and the **absence provision** of an operational bayside shuttle plan, the proposed PMPA ~~cannot~~ be found consistent with the public access and recreation policies of Chapter 3 and Chapter 8 of the Coastal Act.

3. Public Recreation.

The following Coastal Act policies are relevant and applicable:

Section 30213

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30220

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30708

All port-related development shall be located, designed, and constructed so as to:

[...]

(d) Provide for other beneficial uses consistent with the public trust, including, but not limited to, recreation and wildlife habitat uses, to the extent feasible.

As described, the proposed PMPA provides for the conversion of the existing marina parking lot into a 25,000 - 35,000 sq.ft. paved, flexible outdoor space at the bayward terminus of Marina Walk, adjacent to the Embarcadero promenade, referred to as

“Marina Terrace.” Marina Terrace will be used for hotel events such as mixers, cocktail parties, etc. As proposed, the PMPA states:

When not in use for outdoor hotel events, Marina Terrace will be accessible for use by the public as an open gathering and activity space (see **South Embarcadero Public Access Program, as amended**). During the times when Marina Terrace will be publicly accessible, approximately 85% of the year, the Marriott will provide and/or facilitate the provision of public pedestrian-activating amenities on Marina Terrace such as seasonal events/festivals, temporary visitor-serving retail such as food carts and vendors, and placement of movable modular street furniture for public use on Marina Terrace. This modular furniture will include public benches, chairs, tables, and outside shade structures. At a minimum, the Marriot will ensure that public seating is provided along the bayward perimeter of Marina Terrace ~~during weekends and the peak summer use season, when not in use for hotel events~~. Six-foot-wide paved pathways through the existing landscaping buffers will ensure vertical pedestrian linkages between Marina Terrace and the Embarcadero promenade. **Public pedestrian use of the Marina Terrace space will be further encouraged with consistent paving and low-level vegetation to help attract visitors along Marina Walk, and the Embarcadero promenade. To encourage interaction between the public spaces on Marina Terrace, Marina Walk, and the Embarcadero promenade, the Marriott will promote and inform the public about various activities and pedestrian-serving amenities available at Marina Terrace through use of interchangeable signage and other methods of advertisement. In addition, Marriott will provide fixed picnic-type tables between Marina Terrace and the Embarcadero on a permanent basis.**

Thus, as proposed, this area will ~~indeed~~ be more accessible to the general public than the existing marina parking is, and will allow for some new public recreational opportunities and interaction with the adjacent public promenade. ~~However~~ **Furthermore**, Marina Terrace ~~should~~ **will** be an enhanced amenity for Marina Walk as well as an activating space for the Embarcadero promenade. **It is important that** ~~As~~ the public is drawn through Marina Walk, ~~and that~~ the Terrace and improvements along the Marriott leasehold ~~should~~ support public use. ~~Again~~ **Currently**, similar to the Harbor Drive frontage, once visitors pass Seaport Village and Sally’s restaurant along the bayside, there is very little in the way of support facilities or public amenities as you head south until you reach Convention Way. ~~It is difficult to ascertain whether visitor amenities and public uses within Marina Terrace would ever be truly used by the general public, as opposed to~~ **Therefore, the plan includes** pedestrian-oriented improvements and services provided along the promenade, **including permanent public seating and tables, as well as a revised landscape buffer with paths connecting the promenade and Marina Terrace, to** ~~therefore, the integration of~~ **integrate** the public uses within Marina Walk, Marina Terrace and the Embarcadero promenade ~~in the current proposal and the PMPA language remains deficient~~. Therefore, as proposed, the project as

~~revised by the Port impacts to public recreation associated with the proposed PMPA~~
can be found consistent with the public access and recreation policies of Chapter 3 and Chapter 8 of the Coastal Act.

4. Water Quality

The following Coastal Act policies are relevant and applicable:

Section 30230

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

The subject site is adjacent to San Diego Bay. Staff has received comment letters (see Exhibit #21) expressing concerns about the potential impact of the Marriott Facilities Improvement and Port Master Plan Amendment project on coastal water quality resources. Opponents of the project say that the PMPA should be denied because the project will disturb soil and groundwater that is contaminated with “significant levels of arsenic and total petroleum hydrocarbon diesel (“TPHd”)”. They also infer that the disturbing soils on site will create an unacceptable risk to human health. They indicate that the soil in the area of the proposed project was measured to have arsenic levels at 1.39 to 6.96 milligrams per kilogram (mg/kg) of soil. They also note that after initial cleanup of a diesel spill from an underground storage tank in 1997, that residual levels of diesel in soil were 200 mg/kg and in groundwater were 930 micrograms per liter. The opponents note that the San Diego County Department of Environmental Health issued a cleanup case closure letter in 1999 and at that time indicated that the site was cleaned up to a level that did not pose a significant risk to human health or the environment under the proposed land use at that time. They are concerned that disturbing the soil and groundwater for the proposed project will cause significant risk of adverse impacts to

coastal resources. The opponents refer to the fact that the residual arsenic and diesel measured in 1997 exceed environmental screening levels published in a report by the San Francisco Bay Regional Water Quality Control Board in 2008. They also indicate that they do not think that the project plan to avoid the area where the underground storage tank was removed is adequate. They are concerned that the project plan for oversight of the soil excavation is not adequate.

The Marriott Facilities Improvement project, as proposed, will be conducting demolition, excavation and construction activities adjacent to San Diego bay and as such warrants oversight to ensure that these activities do not violate Coastal Act policies or policies of the Port Master Plan. The Coastal Commission's water quality staff reviewed the water quality portions of the project Environmental Impact Report, the Urban Stormwater Mitigation Plan, the Construction Stormwater Pollution Prevention Plan, the Screening for Environmental Concerns at Sites with Contaminated Soil and Groundwater by the San Francisco Bay Regional Water Quality Control Board staff (November 2007), and various comment letters on the Marriott Port Master Plan Amendment.

CCC water quality staff has reviewed the concerns of the opponents and do not find that they indicate a failure of the project to comply with Chapter 3 policies of the Coastal Act or the Port Master Plan. The arsenic levels at the site are within the range of background in the California soils and below the level that would make arsenic a contaminant of concern, even if the soils were to remain exposed at ground surface. The residual levels of spilled diesel measured at the site are not likely to have adverse impacts on human health, aquatic resources or sensitive habitat. With the proposed land use and construction mitigation measures, such as observation of excavation activities and proper disposal of any contaminated materials, the excavation will not have adverse impacts on coastal resources.

Arsenic

Arsenic is widely distributed in the Earth's crust, mainly in mineral form and more rarely in a pure elemental form. In high concentrations and in processed formulations it can be toxic. Arsenic found in soil, either naturally occurring or from anthropogenic releases, forms insoluble complexes with iron, aluminum, and magnesium oxides found in soil surfaces, and in this form is relatively immobile.

The California Department of Toxic Substances Control (DTSC) has undertaken several studies to assess the risk of arsenic in Southern California soils and determine ambient levels of arsenic. One study¹ analyzed the distribution of arsenic from 1097 samples from 19 school sites in the Los Angeles area and determined that the upper bound of 12 mg/kg

¹ Determination of a Southern California Regional Background Arsenic Concentration in Soil, G. Chernoff, W. Bosan and D. Oudiz, March 2008, <http://www.dtsc.ca.gov/upload/Background-Arsenic.pdf>.

for ambient arsenic in these soils. DTSC has determined that soils below 12 mg/kg do not pose an unacceptable risk for unrestricted land use.

Arsenic levels at the site are within the range of ambient soils for this area and there is no evidence that there has been an accidental release of arsenic at the site. The maximum level of arsenic found in the soils at the Marriott property (6.93 mg/kg) is well below the 12 mg/kg upper bound of ambient arsenic in Southern California. Human exposure to these soils will be minimal after completion of construction since the soil will be beneath a building, pavement, sidewalk or landscaping. Exposure during construction will be minimized by precautions such as dust control, protective clothing and a project Health and Safety Plan.

Diesel

In October 1997 a contractor working to modify piping connections to an underground storage tank (UST) used for a back-up generator, accidentally ruptured the 4000 gallon diesel tank. The damaged tank was emptied and removed in a timely manner. Soil samples taken in October and November were used to guide efforts to remove the contaminated soils. A follow up investigation was conducted in September 1999 and the case was closed by the San Diego County Department of Environmental Health indicating that there was no significant risk to human health and the environment at that time. Residual levels of diesel in soil were up to 200 mg/kg and in groundwater were up to 930 micrograms per liter.

As the opponents note, the CCC has independent review authority over development in Coastal Zone, but for leaking USTs the primary responsibility for site assessment, cleanup and closure lies with Local Oversight Programs (LOPs) that are designated by the State Water Resources Control Board. Local Oversight Programs operate under state guidance regarding monitoring of USTs, design of new USTs and cleanup of leaking tanks. They have personnel dedicated to the task of assessing the cleanup of leaking UST according to state and local regulations. In the San Diego area, the designated LOP is the San Diego County Department of Environmental Health (DEH).

DEH staff in 1999 determined that soil sample analysis at that time showed that the highly impacted soils were removed and that the risks from diesel remaining in the soil were low. Given the passage of time and the exposure of the soils to oxygen and groundwater movement, the residual levels of petroleum hydrocarbons in the soil are expected to be lower than they were in 1999. Nevertheless, due to the presence of the spill site adjacent to the planned excavation the developer will comply with mitigation measures listed below. These include adherence to a Construction Worker Health and Safety Plan, excavation monitoring by a Registered Environmental Assessor or equivalent environmental professional, enrollment in the DEH Voluntary Assistance Program for oversight of the excavation and concurrence of DEH staff on any sampling results.

From the San Diego Marriott Marquis & Marina Facilities Improvement and Port Master Plan Amendment Project Environmental Impact Report Chapter 4.6 Hazards And Hazardous Materials, page 4.6-9.

Mitigation Measures

Implementation of the recommended measures in the 2011 Geotechnical Investigation prepared by URS (included as Appendix C to this EIR), listed below, would reduce impacts related to existing hazardous material contamination to a less than significant level. Accordingly, Marriott shall implement all of the following mitigation measures:

Haz-1 DEH Concurrence. Prior to the start of the construction, the Marriott shall enroll in the Voluntary Assistance Program with the County of San Diego DEH and shall submit the results of the Geotechnical Investigation for the Proposed Project with agency staff for regulatory concurrence of results.

Haz-2 Disposal of Demolition Material. Prior to the start of earthwork operations, all building materials, other debris, and rubble from site demolition shall be removed and disposed of off site at an appropriate, licensed disposal facility. Abandoned underground utilities shall either be excavated and the trenches properly backfilled or the lines completely filled with two sack sand-cement slurry.

Haz -3 Construction Worker Health and Safety Plan. Prior to construction, Marriott shall have a Project-specific health and safety plan prepared and distributed to the construction workers to address the potential exposure to hazardous materials associated with working with or near hydrocarbon contaminated soils.

Haz-4 Excavation Monitoring. All excavation activities shall be actively monitored by a Registered Environmental Assessor (REA) for the potential presence of hydrocarbon contaminated soils. In the event of encountering hydrocarbon contaminated soils, these soils shall be properly managed and disposed of at a licensed facility.

Coastal Commission Water Quality staff concur with the San Diego County Department of Environmental Health's 1999 conclusion that the "reported concentrations of all pollutants were below levels that would pose a significant risk to the general public and /or the environment". There is concern that disturbance of the site for the proposed project will cause impacts to coastal resources. The development plan and the mitigation measures above are appropriate to manage the small risk that this project will cause impacts to coastal resources. The site excavation will avoid the location of the former

UST, which has been replaced by a new double walled UST. The project will develop and implement a worker health and safety plan. An environmental professional² will be observing the soils exposed during excavation looking for stained soils, liquids other than clean water and chemical odors. Indications of contaminated soils will be reported to DEH and subjected to further sampling for analysis of residual contamination. Contaminated soils will be managed and disposed of at a licensed facility.

Environmental Screening Levels

The project opponents cite Screening for Environmental Concerns at Sites with Contaminated Soil and Groundwater, California Regional Water Quality Control Board, Interim Final – November 2007 (Revised May 2008) as a source of environmental screening levels (ESLs) that should be used for assessing the risk to coastal resources at this site. This document was developed by the staff of the San Francisco Bay Regional Water Quality Control Board to support rapid assessment of contaminated soils or groundwater for a wide variety of circumstances.

The purpose of the document is that contaminant measurements below the screening levels “can be assumed to not pose a significant, long-term (chronic) threat to human health and the environment”. Among the goals of the document is protection of drinking water resources and human health from direct exposure to the contaminants. The ESL document is intended to provide guidance for all situations and as such it only uses broad categories of exposure in determining the ESLs.

The residual level of petroleum hydrocarbons in the diesel range (TPHd) measured in 1999 did exceed the screening levels published in 2008. The screening level for soil is 180 mg/kg while the highest level of TPHd measured in 1999 was 200 mg/kg. The screening level for TPHd in groundwater is 210 micrograms per liter (ug/L) and the highest measurement in 1999 was 930 ug/L. Nevertheless, as stated in the ESL document, “The presence of a chemical at concentration in excess of an ESL does not necessarily indicate that adverse impacts to human health or the environment are occurring; this simply indicates that a potential for adverse risk may exist and that additional evaluation is warranted.” Water Quality staff have conducted further evaluation of the project circumstances and concluded that there is no need for additional site assessment for diesel contamination prior to construction for the reasons below.

The ESL document distinguishes soils that are deeper than three meters from shallower soils, but provides only one screening level all soils shallower than three meters with the assumption that these soils could be readily exposed. Upon completion of the current project the site soils will not be readily exposed since they will be under project features

² Since the Registered Environmental Assessor Program has been recently discontinued by the state (<http://www.dtsc.ca.gov/rea/>) this project should follow DTSC recommendations to use an Environmental Professional as defined by the All Appropriate Inquiries Rule (http://www.epa.gov/brownfields/aa/ep_deffactsheet.pdf).

(buildings, landscaping, and pavement). Exposure during construction will be minimized by precautions such as dust control, protective clothing and a project Health and Safety Plan. As such any residual diesel at the site will not present a direct exposure risk to human health or the environment.

Given the passage of time and the exposure of the soils to oxygen and bacterial activity, the residual levels of petroleum hydrocarbons in the soil are expected to be lower than they were in 1999. Groundwater at the site is influenced by tidal and seasonal fluctuations and processes of mixing, diffusion and oxidation. It is unlikely that impacts of the 1997 diesel spill can still be detected in groundwater.

The Hazardous Materials mitigation measures are adequate to protect coastal resources if unexpected high levels of contaminants are exposed during construction. An environmental professional will be observing the soils exposed during excavation looking for stained soils, liquids other than clean water and chemical odors. Indications of contaminated soils will be reported to DEH and subjected to further sampling for analysis of residual contamination. Contaminated soils will be managed and disposed of at a licensed facility.

As noted above, arsenic levels at the site are within the range of ambient soils for this area and there is no evidence that there has been an accidental release of arsenic at the site. The California Department of Toxic Substances Control has determined that soils below 12 mg/kg do not pose an unacceptable risk for unrestricted land use and the soils at the site were well below this level.

Therefore, as proposed, the PMPA can be found consistent with the water quality protection policies of the Coastal Act. ~~The recommendation of denial is based on impacts to visual quality, public access, and recreation.~~

F. Consistency with the California Environmental Quality Act (CEQA).

As described above, the proposed PMPA as revised by the Port does not have the potential to result in damage to visual ~~and or~~ public access resources. The proposed amendment was the subject of an Environmental Impact Report under CEQA. The EIR was subject to public review and hearing and was adopted by the Board of Port Commissioners. ~~However,~~ As discussed herein, the Commission has found that the PMPA ~~cannot~~ be found in conformance with Chapter 3 and Chapter 8 policies of the Coastal Act, ~~due to the~~ and there is no potential for significant adverse impacts to the environment of the coastal zone. Therefore, the Commission finds that the PMPA is ~~in~~consistent with the California Environmental Quality Act.

For attachments associated with the original staff report, see:

<http://documents.coastal.ca.gov/reports/2012/11/Th25a-11-2012.pdf>

***San Diego Unified Port District
Port Master Plan Amendment***

***San Diego Marriott Marquis & Marina
Facilities Improvement Project***

***Existing/Proposed Plan
Text and Graphics***

***August 12, 2011
(Revised November 2012)***

***Note: Text to be deleted shown ~~stricken~~ and text to be added shown underlined.
Text in italics is for clarification only and is not part of the Plan Amendment.***

Certified by the California Coastal Commission or

EXHIBIT #1

Final PMPA Submittal

**6-PSD-MAJ-43-12 Revised Findings
San Diego Marriott Expansion**



California Coastal Commission

CENTRE CITY EMBARCADERO: PLANNING DISTRICT 3

Introduction

The Embarcadero of San Diego is the downtown waterfront area for an urban region of over 2.7 million people. The pierside maritime activities of commercial fishing boats, merchant ships, Navy vessels and pleasure craft contribute to the fabric of the Embarcadero. Planning District 3 covers all of the Port District waterfront from the U.S. Coast Guard Air Station to the Tenth Avenue Marine Terminal. From Laurel Street to Market, Port land boundaries follow parallel to the shoreline and extend easterly to Pacific Highway, except for two major land blocks; the five-block-long property of the County of San Diego's Administrative Center and the four-block-long property of the U.S. Navy's Commander, Naval Base San Diego and Naval Supply Center. The owners of both of these properties have proposed extensive renovation and redevelopment plans, which include commercial recreation, county government's administration, and U.S. Navy uses.

In order to coordinate the redevelopment of this area and adjoining agency properties, an alliance was formed to develop a single, comprehensive plan. The North Embarcadero Alliance includes the Port District, City of San Diego, County of San Diego, Centre City Development Corporation, and the U.S. Navy. The Alliance developed a Visionary Plan in 1998 to guide the redevelopment of the contiguous properties. The specific recommendations of the Visionary Plan that pertain to Port District land and water areas within the Planning District 3 Precise Plan area are incorporated into the Master Plan. All other recommendations of the Visionary Plan guide development within Planning District 3.

Precise Plan Concept

The basic concept of the redevelopment of the Embarcadero is to create a unified waterfront, both visually and physically, which

creates an overall sense of place. In this concept, the Embarcadero becomes a pedestrian spine along which commercial and recreational activities are located. In order to emphasize the pedestrian oriented waterfront experience, through traffic is routed to Pacific Highway, and considerable effort is directed toward improving the amenities and people spaces of the public thoroughfare along North Harbor Drive. Industrial uses adjacent to the airport are renovated and retained as important employment centers and as airport buffer land use activities. The renovation of marine terminal facilities will retain the active use of deep draft berthing and continue carefully selected functions of a working port. The commercial fishing industry is given a major focus at several locations with the development of new piers and a mooring basin. A major hotel and commercial complex with recreational facilities is proposed to connect and enhance nearby portions of downtown.

The Embarcadero is intensively used by many people. With the mixture of activities going on here, it is important to emphasize that several activities may occur at the same location, depending on a scheduling overlap to accommodate all of them. For example, Broadway Pier may be used at different times for tuna fleet berthing, cruise ship berthing, excursion or ferry boat berthing, public access, passive recreation, and commercial recreation. The redefined Specialized Berthing designation applies to this precise plan area only, and may include marine-related uses such as transient and general berthing of small boats, historic ship berthing, ferry or excursion boat berthing, and commercial fishing boat berthing as the highest priority use. The designation carried on the Precise Plan indicates the primary use but secondary uses may occur. This is particularly true of water areas and of public access, which may be available at other sites than those mentioned.

Land and Water Use Allocations

The Precise Plan allocates a balanced distribution of commercial, industrial, public recreation and public facility uses in this 434-acre planning area. More detailed allocations are indicated in the Land and Water Use **Table 10**,

and use areas are graphically portrayed on the **Precise Plan Map**.

Centre City Embarcadero Planning Subareas

The Planning District has been divided into six subareas as shown in **Figure 12**.

The North Embarcadero Alliance Visionary Plan area includes all of Subareas 31, 32, 33, and part of Subarea 34. The Visionary Plan proposes to revitalize San Diego's downtown waterfront through a concept for public improvements and by guiding development to optimize property values, public access opportunities and priority waterfront and water-dependent uses. The Plan recommends a substantial linear esplanade park on the urban waterfront with public art, street furniture, public spaces, expansive Bay views and public parking. The Plan proposes two major parks and plazas at the County Building and the foot of Broadway, and includes recreational piers and associated public facilities, harbor excursion landings and water-related commercial uses on Port tidelands. General commercial, residential, and commuter traffic would utilize an enhanced Pacific Highway grand boulevard, while North Harbor Drive would serve waterfront public access, water-dependent, and Embarcadero commercial recreational uses. An extension of the downtown San Diego small-block street grid across the railroad right-of-way, off Port lands, to the Bay would enhance public views and pedestrian access opportunities from upland areas (See *Visionary Plan Figure 3.1 for illustrative plan of the area*). Aboveground parking structures which are visible at the perimeter of a development should be limited to a maximum of six levels of parking or 60 feet above grade. (See *Visionary Plan - p.79*) North Harbor Drive, Broadway, Ash Street, and Grape Street are envisioned as active pedestrian linkages to the Bay from upland areas. Building frontage adjacent to these streets shall be developed with uses that promote pedestrian activity and public oriented uses. On other streets, ground-level facades shall maximize the sense of contact between indoor and outdoor activities. (See *Visionary Plan - pp.67, 68.*)

Laurel Street Corridor

The established aviation related industrial use in this subarea, subsequent to renovation and beautification of the physical plant, is anticipated to continue in operation; however, if such use is discontinued, the Visionary Plan proposes the extension of vehicle and pedestrian access, parking, service access, and view corridors along extensions of Kalmia, Juniper, and Ivy streets through this parcel to North Harbor Drive. Building height limits of 60 feet are proposed for this area; however, this height limit would be superseded by any more-stringent FAA runway approach zone restrictions. (See *Visionary Plan Figures 4.5, 4.10, 4.11, and 4.12.*) Grape and Hawthorn Streets, Pacific Highway and North Harbor Drive from Laurel Street to Hawthorn Street will be modified to accommodate traffic flow and with streetscape improvements to match the balance of the streets through Subareas 31-34. Geometric improvements to direct traffic flow from North Harbor Drive to Pacific Highway will be made at the Grape Street intersections with these roadways. The block between Hawthorn, Grape, Pacific Highway and North Harbor Drive (2.3 acres) will remain in commercial recreation use with some landscape improvements or possible parking facility development. The landscaped triangle at Laurel and North Harbor Drive is shown on the Plan as Open Space.

Crescent Zone

The most important element influencing design in the Crescent Zone is the curvilinear form of the waterfront. Dramatic panoramic views can be realized at either vehicular or pedestrian speeds. The Port Master Plan capitalizes on this attribute to establish a grand pedestrian-oriented esplanade (no less than 100-feet wide) and major entryway into the Centre City district from Grape Street to Broadway. The promenade connects with the North Harbor Drive bicycle path to provide a continuous pedestrian/bicycle path from Navy Estuary to Fifth Avenue, a distance of four miles. Pacific Highway streetscape improvements would continue through this subarea. An esplanade at least 25-feet wide, bayward of Harbor Drive, will be added from Laurel Street to Grape Street. North Harbor Drive will be narrowed to three lanes to reduce through traffic.

The unused right-of-way will be developed with landscaped promenades, parks and plazas. Along the water's edge the concrete pathway will continue its present use as both pedestrian promenade and service area for commercial fishing boats tied up along the Crescent Zone bulkhead. Four public viewing/vista points would be spaced along the Crescent shoreline.

The waterfront between Grape Street and Ash Street will be used for Ship Anchorage, Boat Navigation Corridor, and Specialized Berthing. The three existing piers no longer function or are needed as commercial fishing berthing or fuel pier; therefore they will be replaced with a 30,000 square-foot curvilinear pier at Grape Street, with a 12,000-square-foot public boat dock designated as Park Plaza. The waterside termination of this pier is designated as Commercial Recreation to allow possible development of a commercial facility. Wave attenuation structures would protect the boat docks. A 5,000-square-foot parcel with a maximum 10,000-square-foot floor area designated as Commercial Recreation will provide for a major restaurant or other commercial recreation use on the esplanade at the foot of the Grape Street Pier. Development density with a Floor Area Ratio (FAR) of 3.0 and a building height limit of 12 feet is prescribed for this area, with the exceptions of the proposed commercial recreation parcel where a 13-foot high second story would be allowed. Building setbacks along the inland side of North Harbor Drive for upper stories shall be 25-foot minimum at 50 feet along the inland side of North Harbor Drive and 15-foot on east-west streets. (See *Visionary Plan Figures 4.4, 4.5 and 4.8*) Commercial Fishing Berthing has been allocated to the Crescent water interface (18.6 acres) as the highest priority use; however, this water is also used for transient berthing and occasional general berthing for small boats. The boat channel area just offshore is also used for temporary anchorage for small boats; therefore, the designation is changed to Specialized Berthing, which includes these uses within this precise plan area only.

Anchorage A-3, Laurel Street Roadstead Anchorage, is sheltered from the open sea but is located in both the most visible and the widest part of northern San Diego Bay. Approximately 20.6 acres of water area is allocated to

accommodate about 50 vessels on swing point mooring buoys. Onshore, a public rest room, three dinghy floats and connecting shore ramps provide for the landing needs of the anchorage user. As a federally designated anchorage, the boundaries are shown on coastal charts and identified on site by boundary markers. Administration of the anchorage is exercised by the Port District, pursuant to local ordinance. Thirty to forty percent of the moorings are to be set aside for short-term use by cruising or transient vessels. Section III, Water Based Transportation system, contains information on the baywide small craft anchoring system.

Civic Zone

The zone of highest activity is the Civic Zone from Ash Street to Broadway. This zone reflects its waterfront orientation, with operating piers extending into the bay, Navy facilities, commercial fishing activity, and historic sailing vessels. Its physical relationship to Centre City attracts large numbers of people and the future development of both areas is integrated by the Visionary Plan.

Significant redevelopment is recommended for the Civic Zone. The landscaped esplanade and streetscape improvements mentioned in the Crescent Zone will be continued along North Harbor Drive and Pacific Highway through the Civic Zone. North Harbor Drive will be reduced by narrowing to three lanes. Parking areas along the street will be interspersed with landscaping, vertical elements used to frame and enhance views, and lawn areas. (See *Visionary Plan Fig. 5.3*)

The esplanade expands into plazas at Beech and Ash Streets, B Street Pier, and Broadway Pier. These plazas will be designed to provide open space, sitting and strolling areas for tourists and nearby workers, and to increase the sense of destination for Embarcadero visitors.

Passive green spaces (parks) are proposed between the plazas on the esplanade, providing recreational opportunities and places for people to relax, play, and enjoy Bay views. The promenade is a continuous 25-foot-wide paved area adjacent to the water's edge. The wharf side remains clear of objects or furnishings that

would block Bay views. A delicate string of lights, a planting area with tall palms, and a 10-foot-wide bike path border the landward side of the promenade (See Figure 5.3 of the Visionary Plan).

The most important element in this zone is the conversion of the old Lane Field site and Navy Engineering building into a new complex of buildings and open spaces. Primary consideration is a 600-to-800-room hotel. The intent of the plan is to retain flexibility for considering a wide array of development options. The concept includes possible multiple utilization of activities that could provide for commercial recreation; international trade, travel and cultural complexes; commercial and office space for maritime business; support facilities related to the Port; and subject to negotiation with the U.S. Navy, the provision of equal or better building space for the relocation of the Naval Facilities Engineering Command. The FAR for Lane Field parcel is 7.0 and 6.5, while building height limits range from 400 feet to 200 feet sloping toward the Bay. Special setback requirements along the Broadway side of this parcel range from 55 feet to 65 feet, widening toward the Bay (See Figure 4.7 of the Visionary Plan, which also illustrates the special radius setback on North Harbor Drive/ Broadway SW corner). Stepbacks for upper stories are 25-foot minimum at 50-foot building height except for the B Street side of the parcel and on other east-west streets where they are 15 feet. There are no setback requirements along Pacific Highway. (See Visionary Plan Figures 4.5, 4.6, 4.7 and 4.8.)

The Visionary Plan proposes public right-of-ways aligned with existing downtown streets through development parcels, including Lane Field. These right-of-ways include pedestrian and vehicle traffic, view corridors, parking and service access. The right-of-ways shall be a minimum of 80-foot-wide with the character of a public street, and would enhance the physical and visual access to the Bay. The C Street segment through Lane Field may vary in alignment with existing street up to 20 feet north or south, and it may or may not accommodate vehicular circulation. A north-south pedestrian link, if practical, is also proposed through this parcel. (See Visionary Plan Figures 4.10, 4.11, 4.12, and 6.1).

B Street Pier is scheduled for substantial redevelopment of the apron wharf and the structures on the pier. The south shed will be removed or redesigned to create space for parking and a promenade. The western end of the pier will be converted for specialized commercial uses such as a shopping bazaar, and foods and services reflecting the maritime character of the Embarcadero and which will be compatible with cruise ship berthing. The Cruise Ship Terminal will be expanded and both sides of the pier will accommodate ship berthing. Cruise ships may tie up at both the B Street and Broadway Piers. The shopping bazaar could be expanded into the terminal building and the existing Maritime Museum could be provided with land-based support area, storage and work area, and possibly a living museum of nautical craftsmen; however, loading, off-loading, and storage capabilities for general cargo will be retained as needed. Alternatively, the Maritime Museum may be relocated to another location along the Embarcadero, such as the curvilinear pier at Grape Street. A FAR of 2.0 applies to the B Street and Broadway piers. The building height limit for the B Street Pier is 50 feet; however, an expanded cruise ship terminal, now under study, may require (for functional reasons) building(s) in excess of 50 feet in height. Pursuant to the Port's cruise ship terminal study, alternative height restrictions and other guidelines affecting B Street Pier may be appropriate and acceptable, and they should be considered by the Alliance. (See Visionary Plan Figs. 4.4, 4.5 and pp. 63, 64.)

Broadway Pier will continue to provide recreational space on its plaza and viewing platform, as well as accommodating commercial shipping and miscellaneous vessel berthing, including day cruisers. Improvements to the pier will include paving, plantings, lighting, and furniture. The harbor excursion and ferryboat water lease north of Broadway Pier may also remain as part of the recreational experience along the waterfront or move to another location along the Embarcadero.

Tuna Harbor

This subarea consists of the Tuna Harbor, the harbor formed by its pier, the proposed new

bayfront public park, the new Pier Walk building with commercial recreation and commercial fishing uses, parking, and adjacent areas.

Tuna Harbor and the shoreline area between it and Navy Pier are planned to provide space for commercial fishing and commercial recreation activities. The plan concept is to create a physical and visual linkage along North Harbor Drive by tying together Broadway Pier and the Tuna Harbor area.

The aircraft carrier Midway is docked on the south side of the Navy Pier. The Terminal Berthing designation would be changed to Commercial Recreation and Park/Plaza for the proposed 0.8-acre public viewing area with a designated vista point on the bow deck of the ship. The Commercial Fishing Berthing designations in this water area would be replaced with Specialized Berthing to accommodate multiple uses. Landscaping and streetscape improvements on North Harbor Drive would continue through this area.

Parking for visitors to the Midway and its museum will be provided, on an interim basis, at the Navy Pier, pursuant to the museum's lease with the United States Navy. When and if the Navy determines that its use of the Navy Pier is no longer necessary, the Port will accept the proposal by the San Diego Aircraft Carrier Museum to convert the Navy Pier into a "public park" use, thereby allowing the pier to be converted into a memorial park complementing the Midway and its museum, while affording additional public open space and bay vistas. Vehicle parking for museum visitors will then be shifted to nearby offsite locations. However, since the Navy Pier's future is uncertain and will be determined by decisions of the federal government, the conversion of the pier to a 5.7-acre memorial park is a specific planning goal of the Port, and environmental analysis for the park conversion will be conducted prior to the Navy relinquishing ownership and/or control of the Navy Pier such that construction of the park can occur as soon as feasible thereafter. The park conversion will be subject to all appropriate laws at the time the Navy Pier Park is proposed.

Mitigation for the loss of 4.1 acres of open water habitat resulting from the placement of the

aircraft carrier Midway and its mooring platform structures has been provided by an expansion of an existing degraded marsh, known as Lovett Marsh, east of south San Diego Bay, in the City of National City, resulting in the creation of approximately 5.8 acres of new coastal salt marsh.

A small waterfront plaza, fishing technology displays, restaurants, marine related office and retail space is planned on the periphery of the mole. Tourist traffic on the public areas will be encouraged, consistent with safety. The Embarcadero pedestrian path loops through the area.

A substantial portion of Tuna Harbor is devoted to commercial fishing use. It is anticipated that offices for the tuna and fresh fish fleet will locate here, as well as ancillary uses such as small seafood processors, fish markets, marine instrument and equipment sales, fishing and ocean technology displays, and automobile parking. The northern side of the mole has been renovated by stabilizing the existing concrete slab wall with rock revetment. The south face of the mole has been renovated with rock revetment for shore protection. Floating docks will provide 50- and 60-foot berths for commercial fishing boats. Low level lighting is provided for the berths. Landside support services, auto parking, and truck access are included. Approximately 100 commercial fishing berths are provided alongside the floating docks.

To shelter Tuna Harbor from the south, a concrete breakwater pier approximately 400 feet long has been built from the land lying between the former Harbor Seafood Mart area and Seaport Village. The pier provides additional berthing for tuna seiners and large market fishing boats, allows public access to the water, and accommodates water taxi service. The entrance to this joint use pier will be enhanced to provide a strong pedestrian linkage from waterfront viewing areas to the reconfigured commercial fishing and retail area (formerly occupied by the Harbor Seafood Mart building). This pier walk will connect to the new bayfront public park to the north, as well as the entrance to Seaport Village and the south side of the redeveloped Old Police Headquarters (OPH) building.

The Harbor Seafood Mart building is planned to be demolished and the site redeveloped with a new Pier Walk building of comparable size and use allocation, which will consist of an improved fish processing facility with sufficient parking and loading/unloading spaces to support the operation, as well as ancillary retail and restaurant uses related to and supportive of the commercial fish processing uses in the building. The development will be designed so that the commercial fishing use will be able to continue to utilize and maintain the existing fish unloading dock, with direct, unrestricted access to joint use of the pier/dockside facilities. The new facility will be large enough to support both the current capacity requirements of the fishing industry, and allow for the expansion of services for seafood processing. The Precise Plan underlying the portion of the new Pier Walk building nearest the unloading dock will have a land use designation of Commercial Fishing to provide for the retention of valued commercial fishing activities. The facility will be integrated with the surrounding public walkways and plazas with opportunities for public viewing and access opportunities.

In conjunction with the reconfiguration of the fishing facility, the Precise Plan will also be designated as Park/Plaza to allow for the construction of a new three-acre bayfront public park on the north end of the site. The open space provided by the new bayfront park will enhance pedestrian and visual access to the Bay, as well as create a pleasant rest area and viewing place along the Embarcadero promenade for event gatherings and public activities. Adjoining parking areas will also be reconfigured and enhanced with landscaping and pedestrian linkages to the surrounding uses. The parking areas are intended to serve the public park, commercial fishing and recreation uses, reactivated Old Police Headquarters building, as well as Seaport Village.

Marina Zone

The Marina Zone, located along Harbor Drive from Market Street to Fifth Avenue, is planned to be intensively developed as a major public and commercial recreational complex. Major projects, including the 22-acre Embarcadero

Marina Park; the restaurant and specialty retail center of Seaport Village; a regional convention center, convention center expansion, convention center hotel public parking facility, and convention hotels and marina, have started the transformation of this waterfront area into an attractive commercial and recreational resource. Marina Zone projects will provide the southerly anchor for the Embarcadero development and the six-mile long promenade that extends north to Spanish Landing Park along the waterfront. Pedestrian linkages from the upland areas will provide access to this lively activity center for residents and visitors alike.

The plan concept is to rehabilitate and reactivate the historically designated, and presently vacant, Old Police Headquarters building with restaurant, specialty retail, indoor/outdoor public market, and entertainment uses. On the district Precise Plan, this area will be designated as Commercial Recreation. The north side of the site along Harbor Drive will be designated as Park/Plaza and will be redeveloped into an urban park and plaza area of approximately one acre in size with enhanced landscaping and pedestrian features. The new urban park will create visual and physical linkages from the OPH to the new bayfront park across Pacific Highway, as well as link to enhanced pedestrian connections to and along the Embarcadero through Seaport Village and along Kettner Boulevard. A small portion of the site on the north side the OPH will retain the Commercial Recreation land use designation in order to allow for associated outdoor commercial, or activating, uses. The parking areas surrounding the OPH and Seaport Village will be reconfigured to accommodate vehicles more efficiently, as well as allow for valet parking and loading areas.

Across from the hotel development, the west side of Kettner Boulevard from Harbor Drive to Seaport Village will be developed with landscaping and pedestrian features to provide improved connectivity between tideland uses, as well as increase activating uses.

Between the existing Marriott and Hyatt Hotels, an accessway known as "Marina Walk" is proposed consistent with the South Embarcadero Public Access Program, as amended ~~February~~

2006. Marina Walk will improve public pedestrian connectivity between Harbor Drive and the Embarcadero shoreline promenade and enhance public views towards the Bay through removal of existing landscaping and surface parking, leveling of the existing grade, relocation of the large cooling towers, and construction of a joint, cohesive public accessway spanning both the Marriott and Hyatt leaseholds. Approximately one half of the Marina Walk length will be a total of 50 feet wide and will contain a 40-foot-wide public pedestrian access corridor, and a 10-foot-wide landscape buffer to help screen the adjacent Hyatt parking structure. The 40-foot-wide public access corridor will include a 33.5-foot-wide dedicated pedestrian walkway, a 2-foot width for intermittent benches and lighting, and a 4.5-foot-wide landscape buffer with low-level, drought-resistant shrubs and groundcover that shall not exceed 3 feet in height. Adjacent to the existing approximately 10-foot-wide mechanical equipment enclosure on the Hyatt leasehold, the public access corridor may narrow to approximately 32 feet wide to allow for construction of a low-scale retaining wall and vine plantings to screen the enclosure. Marina Walk will contain amenities such as decorative paving, signage, public art features, low-level lighting, bicycle racks, benches, trash receptacles, a wheelchair accessible ramp, and restrooms open to the public during daylight hours. Marina Walk will widen to 80 feet as it approaches the Embarcadero promenade, and will widen to 145 feet at the Harbor Drive gateway to Marina Walk. At the project level, minor adjustments and revisions to the corridor, parking areas, and driveway may be made to increase the width of the walkway and improve connectivity between Marina Walk, Marina Terrace, and the Embarcadero promenade. Adjacent to this gateway, removal of the existing parking booths/gates and substantial narrowing of the entry drive (from 78 feet to 40 feet in width) will create a more inviting entrance and will encourage a more pedestrian-oriented environment. The Harbor Drive gateway area will be kept clear of physical barriers, signage, or visual obstructions that would discourage public use of Marina Walk.

public access along the shoreline. Pedestrian linkage to the uplands is provided around and over the expanded Convention Center. An existing accessway between the Marriott Hotel and the Convention Center has been improved to provide functional, safe, and environmentally educational passage to the waterfront, as provided in the Public Access Program. The Convention Center expansion included another public accessway with a minimum width of 20 feet over the Convention Center connecting Harbor Drive and the Embarcadero Promenade. An elevated walkway on the Convention Center's observation deck level parallels Convention Way. At the intersection of Eighth Avenue and Harbor Drive, the promenade connects with the adjacent Gaslamp Quarter pedestrian and trolley facilities. The public accessway extends from the south end of the Convention Center expansion and along both sides of Eighth Avenue. The District, in conjunction with the City of San Diego, has implemented a public access program of signage, pavement markings, amenities and public information to inform and invite the public to and along the Embarcadero, as is more specifically shown in the District's "Public Access Program" (November, 1995) and the "South Embarcadero Public Access Program" (~~April, 1998 and~~ as amended ~~February 2006~~), which are incorporated into the plan by reference.

It is recognized that providing all required parking on-site can result in a significant amount of waterfront land being dedicated to parking lots and structures, thereby limiting the ability to provide visitor-serving uses such as parks and commercial development. New commercial development in the Marina Zone shall participate in the implementation of the Parking Management and Monitoring Plan (PMMP), as amended ~~February, 2006~~. Such participation is intended to achieve maximum feasible reduction in automotive traffic, facilitate the extension and utilization of mass transit to serve the Marina Zone, provide and support means of non-automobile circulation to employees and guests, make more efficient use of existing parking lots and structures, and help avoid significant effects associated with a lack of parking for waterfront projects. Additionally, the PMMP requires new commercial development to provide maximum feasible on-site or proximate parking facilities on Port and nearby City lands, and participate in the

Bayward of the Marriott and Hyatt hotels, a continuous pedestrian promenade links the two Embarcadero Marina Park peninsulas and assures

tiered, legally available, off-site parking program to address peak individual and cumulative demand. Required participation in the plan shall be monitored and reported annually to the Port and California Coastal Commission for the economic life of the development. Throughout the South Embarcadero (G Street mole to the Convention Center Hotel Complex), commercial development is also required to participate in and contribute a fair share to the Port District's implementation of a permanent bayside shuttle system that would serve and connect tideland uses along the waterfront, such as the Convention Center Hotel Public Parking Facility, hotels, Seaport Village, and other waterfront destinations. Although outside the South Embarcadero, the bayside shuttle should also provide service to the Midway. In addition, this bayside shuttle system should include linkages to public roadside shuttle systems serving downtown San Diego, the airport, and MTS transportation hubs. ImplementationPort District implementation of the bayside shuttle system is a goal that is intended to serve visitors as part of an integrated waterfront access and parking program that the Port District shall pursue in conjunction with the City of San Diego, CCDC and MTS. The Port District will fund the bayside shuttle system at its cost and may seek cost recovery and financial participation consistent with its policies and practices and applicable laws. Cost recovery and financial participation may include: collection of fares, grants, advertising, voluntary tenant participation, mandatory tenant participation at the time of issuance of coastal development permits for Port District tenant projects within the South Embarcadero, and other sources as may be identified by the Port District. If rider fares are collected, fares will be kept at a low cost as compared to comparable transportation services within the region. The District will prepare a bayside shuttle system program and operational plan prior to the shuttle system commencing operations. The bayside shuttle system will be operational in accordance with the conditions of approval for the North Embarcadero Visionary Plan (NEVP) Phase 1 project.

Situated within the eastern portion of the Marina Zone is an 11-acre site, fronting onto Harbor Drive and Fifth Avenue, which has been developed into a regional Convention Center.

Floor area is allocated for display and exhibit area, meeting rooms, and support space, such as lobbies, storage, food service, and parking.

The regional Convention Center is supported by major hotel complexes; a convention hotel that contains twin 25-story towers accommodating 1,400 hotel rooms and a 450-slip marina; and a hotel of 875 rooms. A 750-room second hotel tower has been constructed with a minimum 100-foot set back from Harbor Drive, and a maximum height of 62 feet for the lobby galleria/ballroom structure connecting the second tower to the first tower. The hotel expansion includes meeting space, 34,000 square feet of exhibit space, and 30,000 square feet of ballroom space. Ancillary uses in this area include banquet, meeting, restaurant, hotel guest-oriented retail space, court game areas, and automobile parking.

The Marriott Hotel proposes a renovation/expansion of its Marriott Hall meeting space to include approximately 44,000 square feet of additional ballroom and exhibit space. The aesthetics and visual accessibility of the area will be enhanced through the contemporary, transparent architectural features and siting of the new Marriott Hall building, which will be reoriented such that its public side faces Harbor Drive. The maximum height of the new Marriott Hall shall not exceed 68 feet, including rooftop equipment and parapet wall, and the distance between the new Marriott Hall building and Hyatt parking structure shall be a minimum of 120.5 feet. Removal of underutilized hotel parking will allow for construction of the new meeting space and Marina Walk public access improvements, which will enhance physical and visual access to the Bay, and encourage a more pedestrian-oriented environment.

To further enhance and activate public access in the South Embarcadero, the Marriott proposes a 25,000-square-foot paved, flexible outdoor space at the bayward terminus of Marina Walk, adjacent to the Embarcadero promenade, known as "Marina Terrace." Marina Terrace will be used for hotel events such as mixers, cocktail parties, luncheons, and receptions, and occasionally may be increased to a maximum size of 35,000 square feet. When not in use for outdoor hotel

events, Marina Terrace will be accessible for use by the public as an open gathering and activity space (see South Embarcadero Public Access Program, as amended). During the times when Marina Terrace will be publicly accessible, approximately 85% of the year, the Marriott will provide and/or facilitate the provision of public pedestrian-activating amenities on Marina Terrace such as seasonal events/festivals, temporary visitor-serving retail such as food carts and vendors, and placement of movable modular street furniture for public use on Marina Terrace. This modular furniture will include public benches, chairs, tables, and outside shade structures. At a minimum, the Marriott will ensure that permanent public seating is provided along the bayward perimeter of Marina Terrace. Six-foot-wide paved pathways through the existing landscape buffer will ensure vertical pedestrian linkages between Marina Terrace and the Embarcadero promenade. Public pedestrian use of the Marina Terrace space will be further encouraged with consistent paving and low-level vegetation to help attract visitors along Marina Walk and the Embarcadero promenade. To encourage interaction between the public spaces on Marina Terrace, Marina Walk, and the Embarcadero promenade, the Marriott will promote and inform the public about various activities and pedestrian-serving amenities available at Marina Terrace through use of interchangeable signage and other methods of advertisement. In addition, Marriott will provide fixed picnic-type tables between Marina Terrace and the Embarcadero promenade on a permanent basis. The 35-space parking lot between Marina Walk and Marina Terrace shall be signed and designated for marina use (30 spaces) and public use (5 spaces).

Marriott's proposed improvements trigger its mandatory participation in the Port District's implementation of the permanent bayside shuttle system. The bayside shuttle system will be operational prior to the opening of the Marriott Hall expansion, and Marriott's participation in the shuttle system will be a condition precedent to issuance of a certificate of occupancy for the proposed Marriott Hall expansion.

The extension of the Convention Center into a 13-acre site connected to the south end of the center and occupying the area bounded by Harbor Drive, Eighth Avenue, and Convention Way has been completed. Fifth Avenue, an undedicated street, was closed as part of the development of the original center. Harbor Drive has been partially depressed to provide an alternate access to an existing underground parking lot system and to enhance the urban design character at the Convention Center. The expansion added approximately one million gross feet of floor area to the Convention Center. The Convention Center operator was required to implement the Parking Management Plan and Monitoring Program (November, 1995, which is incorporated by reference into the master plan) to meet the needs of the Convention Center visitors and support functions, as well as the public seeking access to the Embarcadero Marina Park South.

Convention Way Basin

A transition in the existing land use is planned for the area located to the south of the expanded Convention Center. A parcel on the south side of the park entry road is the proposed location for a 250-room Spinnaker hotel. The 250-room Spinnaker hotel tower only, located on the northwesterly portion of the Fifth Avenue Landing site, shall be designed to occupy a minimal building footprint in order to maximize the amount of public access and open waterfront parkland, and the tower shall not exceed 20-23 stories in height. No portion of the Spinnaker hotel complex shall encroach on the promenade. The public pedestrian bridges linking the Convention Center observation terrace to the public observation terrace of the Spinnaker hotel tower will cross Convention Way and the promenade and link to the plaza and promenade below with a public stairway and elevator to ensure access to persons with disabilities. The pedestrian bridge will be part of the Spinnaker hotel project. The public pedestrian bridges shall be designed by the developer of the Spinnaker hotel to be visually attractive, compatible with the public art, architecture, and pedestrian orientation of the project area. A pedestrian bridge over Convention Way will provide pedestrian access from the observation deck of the Convention Center expansion to a terrace surrounding the hotel as well as access to the

shoreline walkway. Universal design for disabled access will be incorporated in all new development.

A ballroom, parking facility, other hotel-related facilities, and water transportation center for harbor excursion boats, water taxis and ferries is planned east of the promenade along Convention Way. The Spinnaker hotel complex shall include a water taxi and ferry service to the Convention Center hotels and to other San Diego Bay locations. The roofline of the hotel facilities, ballroom and parking facilities shall not exceed 25-feet above finished grade (not including appurtenant structures and the main hotel tower), unless construction requirements or geotechnical or other physical characteristics of the site make it infeasible. If a 25-foot roofline is infeasible, the maximum height of the roofline and appurtenant structures shall be the minimum height necessary, but in no case shall it exceed 32-feet in height and shall be subject to further review and approval by the Port District. All rooftop equipment shall be screened from public view and shall be designed to be visually attractive from all public viewing areas.

The entire ground floor and perimeter of the Spinnaker hotel tower and the ballroom and related hotel facilities facing the promenade shall provide ground-level pedestrian-oriented uses compatible with the Commercial Recreation land use designation, such as visitor serving retail shops and restaurants, including outdoor seating, to activate the promenade. Minimal hotel lobby space may be permitted on the ground floor of the Spinnaker hotel tower. A minimum 198 parking spaces to serve the Spinnaker hotel guests and the public will be provided. The spaces shall be allocated as follows: a minimum 88 surface parking spaces shall be provided on-site, and 110 valet spaces shall be provided in the Convention Center parking facility. A minimum 44 spaces of the on-site surface parking will always be available for general public use and will not be reserved for hotel events. Appropriate signage shall mark the on-site lot as available to the public. Views from the promenade toward the Spinnaker Hotel parking lot shall be softened by use of a landscaped buffer. The Spinnaker hotel tower shall have an architectural style depicted in the shape of a spinnaker sail.

Bayside improvements to this area include the continued extension of the pedestrian promenade along the waterfront. Park/Plaza areas of 4.3 acres and 1.1 acres at the shoreline will open views to the waterfront from Convention Way. New and expanded restroom facilities will be provided in the 5.4-acre combined Park/Plaza area and the Embarcadero Marina Park South. The promenade widths and public plaza areas on the water's edge of the Fifth Avenue Landing site vary in size. The promenade width ranges from 60 feet to 35 feet, of which the first 26 feet adjacent to the water's edge shall remain open and unobstructed for public pedestrian use. A minimum building setback of 35 feet from the water's edge along the entire promenade in Subarea 36 shall be provided. A 120-foot diameter public plaza is located at the center of the Fifth Avenue Landing site. The promenade is extended into the Embarcadero Marina Park South on the south (Chart House) side of the park entry. The new continuous promenade will be extended along the water's edge of the entire Fifth Avenue Landing and former Campbell Shipyard sites, and will connect to Harbor Drive for complete public pedestrian access throughout the public park/plaza areas of the project vicinity and Convention Center. The former shipyard area will be redeveloped with a 1000-to-1200-room Convention Hotel and support facilities including restaurant, retail, meeting space, a 35,000-square-foot ballroom, a 20-to-30-slip marina, and a maximum 2000-car public parking facility. A transport service will be available from the 2,000-car public parking facility to the Bayfront. The maximum 500-foot high Convention Hotel tower and parking structure shall be located outside and south of the Park Boulevard view corridor and the Eighth Avenue view corridor to maintain public views to the Bay from Harbor Drive. The parking structure shall be set back a minimum of 100 feet from Harbor Drive. At least 899 of the 2000 maximum parking spaces in the parking structure shall be provided for Convention Hotel guest use. The remaining parking spaces shall be designated for general public use.

The Convention Hotel shall provide pedestrian access along two major corridors, Eighth Avenue and the extension of the

Embarcadero promenade. Landscaped setbacks and/or street-front retail must be provided along these access ways. The Eighth Avenue pedestrian walkway shall be a minimum of 20-feet wide with 12-foot wide planting strips between the Eighth Avenue right-of-way and the pedestrian walkway and a 12-foot wide planting setback between the walkway and the hotel development. Pedestrian-oriented uses compatible with the Commercial Recreation land use designation, such as visitor serving retail shops and restaurants, which may include outdoor seating shall be provided to activate the promenade. Project components shall meet the 20-foot building height for buildings on the promenade, stepping back to 50-feet in height in the development area to create a pedestrian-scaled public environment. Shoreline promenade and landscape improvements will be included in the 35-foot minimum setback of the hotel from the water's edge. The first 26 feet of promenade adjacent to the water's edge shall remain open and unobstructed for public pedestrian use.

A public access pier with recreational boat facilities will be set back a distance sufficient to preserve the continued use of the Tenth Avenue Marine Terminal Berths 1 and 2 for commercial cargoes. The new marina has been reduced to a "transient oriented" marina of 20-30 large yacht slips. State-of-the-art best management practices will be used in the marina to reduce spills, reduce or prohibit toxic bottom paints, and mandate new pump-out stations.

Specific implementation proposals will be evaluated by the San Diego Water Quality Control Board for compliance with all applicable regulations and will include the best management practices required by the Port District Urban Runoff Action Plan and Stormwater Management Ordinance.

The amount of water coverage in Subarea 36, Convention Way Basin, resulting from redevelopment of the bulkhead and pier structure shall be minimized and necessary to construct the public promenade, water transit center, public access piers and recreational marina. Any increase in water coverage from that which previously existed when the leaseholds were developed with the Campbell shipyard and R.E. Staite marine construction

yard shall be subject to further environmental review and mitigation.

The public promenade, waterfront park and plaza and the Embarcadero Marina Park South will be open to general public use at all times. Any temporary special events held in these public park/plaza areas must obtain a special event permit from the San Diego Unified Port District, according to the Port District Special Event Procedures and Guidelines. At no time will the public access to the sidewalk promenade be fenced, screened or blocked off by any structure.

TABLE 11: Project List

**CENTRE CITY/EMBARCADERO:
PLANNING DISTRICT 3**

	Sub	Dev	App	FiscYear
1. NORTH HARBOR DRIVE, GRAPE TO BROADWAY: Reduce traffic lanes; install landscaping, irrigation; develop bike path	33	P	Y	2005-20
2. PUBLIC ACCESS: Pedestrian access improvements to waterfront and promenade	35	T	N	2007-08
3. LANE FIELD DEVELOPMENT: 600-to-800-room hotel, office building, retail, and parking	33	T	Y	2005-10
4. NORTH EMBARCADERO REDEVELOPMENT: (a) Visionary Plan public improvements, (b) esplanade, (c) street improvements, (d) vista points, (e) Grape Street piers replacement + restaurant, (f) park and plaza areas, (g) Broadway Pier cruise ship terminal (approximately 60,000 sq. ft., maximum 50-foot building height) to cover no more than 50 percent of the pier, public events space, 15,000 sq. ft. public recreation and viewing area, a 25-foot wide public access corridor along the southern side of the pier, and infrastructure improvements, (h) B and C Street linkages between Pacific Highway and North Harbor Drive	31-34	P	Y*	2005-20
5. PASSENGER TERMINAL AT B STREET PIER: Cruise Ship Terminal Modernization	33	P	N	2006-10
6. WATER TRANSIT CENTER: Prepare site, construct buildings, piers, pedestrian access and landscape improvements to and along the San Diego Bay shoreline to accommodate water-based transportation including a ferry landing, water taxi access and public boat access	36	T	N	2007-10
7. CONVENTION CENTER HOTEL COMPLEX AND MARINA: Construct 1000 to 1200-room hotel tower, a lobby, ballroom, meeting rooms, retail shops, restaurants, other ancillary uses, above-grade parking structure, marina, piers, pedestrian access, boat access, park/plaza, and landscape improvements	36	T	Y	2006-08
8. SPINNAKER HOTEL: Construct 250-room hotel with meeting rooms, ballroom, restaurants, retail shops, other ancillary uses, pedestrian access, with bridge to Convention Center, surface parking spaces, and landscape improvements	36	T	Y	2007-10
9. PEDESTRIAN BRIDGE OVER HARBOR DRIVE: Self-anchored suspension bridge over Harbor Drive connecting to public parking garage to Eighth Avenue	35	T	N	2006-08
10. EIGHTH AVENUE PEDESTRIAN CROSSING: At grade pedestrian crossing to be completed with pedestrian bridge over Harbor Drive	35	T	N	2006-10
11. OLD POLICE HEADQUARTERS REHABILITATION: Rehabilitation and adaptive reuse of historically designated Old Police Headquarters building with a mix of specialty retail, entertainment and restaurant uses; reconfiguration of surrounding parking areas; and, pedestrian access, plaza and landscape improvements.	34,35	T	Y	2007-08
12. PIER WALK BUILDING: Remove existing Harbor Seafood Mart building and construct new Pier Walk building to accommodate existing commercial fish processing operations, as well as associated retail, restaurant and other services/support uses.	34	T	Y	2008-09
13. BAYFRONT PARK: Construct new bayfront public park along the southern edge of Harbor Drive, between the waterfront and Pacific Highway, including lawn and landscaped areas, walkways, as well as other park/plaza features	34	P	N	2009-10
14. <u>MARRIOTT HOTEL MEETING SPACE EXPANSION: Demolish and reconstruct Marriott Hall; create new outdoor hotel/public space ("Marina Terrace"); construct improved and widened Marina Walk walkway; improve public amenities, including public views towards the bay and pedestrian access; modify parking configuration; install landscape and hardscape improvements.</u>	35	T	Y	2013-14

P- Port District T- Tenant N- No Y- Yes

* "Vista Points" and Broadway Pier infrastructure improvements are non-appealable projects.

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

**SOUTH EMBARCADERO
PUBLIC ACCESS PROGRAM**

SAN DIEGO UNIFIED PORT DISTRICT
ENVIRONMENTAL & LAND USE AND PLANNING MANAGEMENT DEPARTMENT
3165 PACIFIC HIGHWAY
SAN DIEGO, CALIFORNIA 92101-1128
(619) 686-6283

MAY 26, 1998;
Amended FEBRUARY 2006
Amended NOVEMBER 2012

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

- Contents:
1. South Embarcadero Public Access Program, as amended ~~February 2006~~
 2. Planning District 3 – Table A – Access and Recreation Components
 3. South Embarcadero Public Access Map
 4. Marriott Marina Terrace Activation

1. South Embarcadero Public Access Program

The South Embarcadero Public Access Program defines and implements an extensive multi-modal pedestrian, bicyclist, mass-transit and automobile-based system to provide a variety of free and low-cost San Diego Bay waterfront public recreational opportunities for a broad range of individuals and families who reside in the region, as well as visitors. Access facilities will be constructed and maintained to be accessible to persons with disabilities.

The Embarcadero Promenade, which extends along 4,600 feet of San Diego Bay in Planning Subareas 34 (Tuna Harbor) and 35 (Marina Zone), offers an unparalleled pedestrian California urban waterfront experience, including a commercial and naval harbor, working fisheries, two publicly accessible piers, three shoreline public parks, recreational boating and ferry/water taxi facilities, and many water-related commercial recreational enterprises. The 70,000 SF Promenade also serves to provide convenient non-automotive pedestrian linkages between and among the San Diego Convention Center, hotels, and other commercial recreation uses in the Planning Area. As a result of improvements made through the South Embarcadero Redevelopment Program (SERP) I Port Master Plan Amendment, the Promenade alone can readily accommodate 10,000 persons at one time, or 30-50,000 persons per day.

Along the inland boundaries of the Planning Area, Harbor Drive roughly parallels the Promenade and provides a diversified multi-modal corridor. In response to increasing public interest, a substantially enlarged and landscaped 10-foot wide urban sidewalk, as well as designated driveway crossings and a unified multi-language directional signage program, will be incorporated along the west side of Harbor Drive.

The ~~new~~ Old Police Headquarters (OPH) 1.0-acre open space Urban Plaza, ~~new~~ pedestrian linkages around and through the OPH, and activating uses along the west side of Kettner Blvd, along with the existing 0.7-acre open space plaza adjacent to the ~~new~~ Hyatt tower, will connect Harbor Drive, between California Street and Kettner Blvd., with existing Embarcadero Marina Park North. The ~~new~~ open space areas will create visual and physical linkages from the OPH to the ~~new~~ 3.5-acre waterfront park across Pacific Highway, as well as link to enhanced pedestrian connections to and along the Embarcadero through Seaport Village and along Kettner Blvd. These parks will be improved with environmentally sustainable features to enhance family recreation opportunities, and other recreational and access support facilities, such as lighting, paths, fitness course, signs, restrooms, water, telephones, tables, seating, and trash disposal.

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

Eleven public accessways 15 to 60 (minimum) feet wide, and comprising a total of 8,000 lineal feet, will directly connect the Harbor Drive walkway in the Planning Area with the Embarcadero Promenade: (1) on the north side of Tuna Harbor, (2) on the breakwater-pier on the south side of Tuna Harbor; (3) along the foot of Pacific Highway, (4) along the foot of California Street and south through the rehabilitated OPH building; (5) along the -west side of Kettner Blvd., (6) along Pier Walk, from Market Street at Harbor to the Tuna Harbor Pier (7) along Market Plaza to the Embarcadero at Seaport Village East (8) along Marina Walk between the existing Marriott and Hyatt hotels; (9) through the canyon path between the Marriott Hotel and the existing Convention Center; (10) in the Skyward elevated access between Harbor Drive and Embarcadero Marina Park South at the junction of the existing and expanded convention center elements; and (11) from Eight Avenue Plaza along Eighth Avenue to Campbell Park and on to the Campbell Pier. These connecting accessways are united with existing upland (City) sidewalks at Pacific Highway, California Street, Kettner Blvd., Market Street, Front Street-Childrens' Park-First Street, Fifth Avenue, and Eighth Avenue. The connecting accessways on Port lands are, or will be, improved with a variety of access support and safety components as shown in Table A (page 4). No existing accessway will be reduced in size or functional capacity. Pedicab service, including designated holding areas, will be provided in conjunction with all public access, public recreational, and commercial recreational facilities, including the Convention Center, consistent with the capacity of existing and proposed accessways, and with pedestrian safety.

As redevelopment within the South Embarcadero occurs, additional opportunities to maximize and enhance public access will be incorporated. The Marriott hotel's reconstruction of its Marriott Hall ballroom and meeting facility will enable construction of Marina Walk, a joint, cohesive public accessway spanning both the Marriott and Hyatt leaseholds (#8 above). Public views and public pedestrian connectivity to the Bay will be significantly improved through relocation of the large cooling towers, removal of tall landscaping and underutilized surface parking, and leveling of the existing grade. Approximately one half of the Marina Walk length will be a total of 50 feet wide and will contain a 40-foot-wide public pedestrian access corridor and a 10-foot-wide landscape buffer to help screen the adjacent Hyatt parking structure. The 40-foot-wide public access corridor will include a 33.5-foot-wide dedicated pedestrian walkway, a 2-foot width for intermittent benches and lighting, and a 4.5-foot-wide landscape buffer with low-level, drought-resistant shrubs and groundcover that shall not exceed 3 feet in height. Adjacent to the existing approximately 10-foot-wide mechanical equipment enclosure on the Hyatt leasehold, the public access corridor may narrow to approximately 32 feet wide to allow for construction of a low-scale retaining wall and vine plantings to screen the enclosure. Marina Walk will contain amenities such as decorative paving, signage, public art features, low-level lighting, bicycle racks, benches, trash receptacles, a wheelchair accessible ramp, and restrooms open to the public during daylight hours. Marina Walk will widen to 80 feet as it approaches the Embarcadero promenade, and will widen to 145 feet at the Harbor Drive gateway to Marina Walk. At the project level, minor adjustments and revisions to the corridor, parking areas, and driveway may be made to increase the width of the walkway and improve connectivity between Marina Walk, Marina Terrace, and the Embarcadero promenade. Adjacent to this gateway, removal of the existing parking booths/gates and substantial narrowing of the entry drive (from 78 feet to 40 feet in width) will create a more inviting entrance and will encourage a more pedestrian-oriented environment. The Harbor Drive gateway area will be kept clear of physical barriers, signage, or visual obstructions that would discourage public use of Marina Walk. As part of the Marina Walk construction, the existing solid southeast façade of Sally's restaurant on

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

the Hyatt leasehold will be partially replaced with windows, which will also improve public physical and visual access towards the Bay.

Visibility of Marina Walk will be improved through architectural treatment and orientation of the buildings on either side of the public accessway. The aesthetics and visual accessibility of the area will be enhanced through the use of contemporary, transparent architectural features and siting of the new Marriott Hall building, which will be reoriented such that its public side faces Harbor Drive. The maximum height of the new Marriott Hall shall not exceed 68 feet, including rooftop equipment and parapet wall, and the distance between the new Marriott Hall building and Hyatt parking structure shall be a minimum of 120.5 feet.

To further enhance and activate public access in the South Embarcadero, the Marriott proposes Marina Terrace, a 25,000-square-foot paved, flexible outdoor space at the bayward terminus of Marina Walk, adjacent to the Embarcadero promenade, to be accessible for use by the public as an open gathering and activity space when not in use for outdoor hotel events. During the times when Marina Terrace will be publicly accessible, approximately 85% of the year, the Marriott will provide and/or facilitate the provision of public pedestrian-activating amenities on Marina Terrace such as seasonal events/festivals, temporary visitor-serving retail such as food carts and food vendors, and placement of movable modular street furniture for public use on Marina Terrace. This modular furniture will include public benches, chairs, tables, and outside shade structures. At a minimum, the Marriott will ensure that permanent public seating is provided along the bayward perimeter of Marina Terrace. Six-foot-wide paved pedestrian accessways through the existing landscape buffer will ensure vertical pedestrian linkages between Marina Terrace and the Embarcadero promenade. Public pedestrian use of the Marina Terrace space will be further encouraged with consistent paving and low-level vegetation to help attract visitors along Marina Walk and the Embarcadero Promenade. To encourage interaction between the public spaces on Marina Terrace, Marina Walk, and the Embarcadero Promenade, the Marriott will promote and inform the public about various activities and pedestrian-serving amenities available at Marina Terrace through use of interchangeable signage and other methods of advertisement. In addition, Marriott will provide fixed picnic-type tables between Marina Terrace and the Embarcadero promenade on a permanent basis. See "Marriott Marina Terrace Activation" graphic for a potential concept of how Marina Terrace and the Embarcadero promenade can be activated through Marriott's placement of permanent tables and seating and provision/facilitation of movable modular furniture and retail carts on Marina Terrace. The 35-space parking lot between Marina Walk and Marina Terrace shall be signed and designated for marina use (30 spaces) and public use (5 spaces).

Marriott's proposed improvements trigger its mandatory participation in the Port District's implementation of the permanent bayside shuttle system, discussed below. The bayside shuttle system will be operational prior to the opening of the Marriott Hall expansion, and Marriott's participation in the shuttle system will be a condition precedent to issuance of a certificate of occupancy for the proposed Marriott Hall expansion. To mitigate any potential parking shortfall that may result from the Marriott project, the Marriott is required to implement the parking management strategies as discussed in the South Embarcadero Parking Management and Monitoring Program (PMMP), as amended, which is incorporated by reference in the Port Master Plan.

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

The South Embarcadero Planning Area and immediately adjacent areas are presently served by publicly accessible automobile parking spaces, bicycle parking spaces, and three trolley and three bus stops. These spaces and transit stops will be maintained, although some may be relocated. To facilitate additional public recreational waterfront access opportunities, the Plan Amendment also provides for an additional water taxi landing at Tuna Harbor Pier (consistent with continued commercial fishing uses), additional automobile, new bicycle parking spaces and lanes, and three new bus stops along Harbor Drive (implementation of which will be in coordination with San Diego Transit). Throughout the South Embarcadero (G Street mole to the Convention Center Hotel Complex), commercial development is also required to participate in and contribute a fair share to the Port District's implementation of a permanent bayside shuttle system that would serve and connect tideland uses along the waterfront, such as the Convention Center Hotel Public Parking Facility, hotels, Seaport Village, and other waterfront destinations. Although outside the South Embarcadero, the bayside shuttle should also provide service to the San Diego Aircraft Carrier Museum (USS Midway). In addition, this bayside shuttle system should include linkages to public roadside shuttle systems serving downtown San Diego, the airport, and MTS transportation hubs. ~~Implementation-Port District implementation~~ of the bayside shuttle system is ~~a goal that is~~ intended to serve visitors as part of an integrated waterfront access and parking program that the Port District shall pursue in conjunction with the City of San Diego, CCDC and MTS. The Port District will fund the bayside shuttle system at its cost and may seek cost recovery and financial participation consistent with its policies and practices and applicable laws. Cost recovery and financial participation may include: collection of fares, grants, advertising, voluntary tenant participation, mandatory tenant participation at the time of issuance of coastal development permits for Port District tenant projects within the South Embarcadero, and other sources as may be identified by the Port District. If rider fares are collected, fares will be kept at a low cost as compared to comparable transportation services within the region. The District will prepare a bayside shuttle system program and operational plan prior to the shuttle system commencing operations. Operation of the bayside shuttle system will occur as described in the Port Master Plan.

The unified public access directional and information signage program, as well as the environmental education signage program, are proposed to be expanded throughout the Planning Area, and to be augmented by works of public art. Substantial environmental education displays of San Diego's on-shore and off-shore coastal geology will be incorporated into the design of public access ways.

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

TABLE A - PLANNING DISTRICT 3, ACCESS AND RECREATION COMPONENTS

NAME	LOCATION	MAP REF. NO.	SIZE/PARKING	USE TYPES	FACILITIES
A. Promenade	Embarcadero	1	4600 LF 70000 SF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
Segment 1	Laurel Broadway	2	5200 LF 72800 SF	P,B,Rb, Ed, A:ha	VP,p,l
Segment 2	Broadway Com	3	950 LF 3800 SF	P,B,Rb,Ed,A:ha	p,l
Segment 3	Tuna Harbor	4	800 LF 11200 SF 200/85 Spaces	P,B,Rb,Ed,A:ha	VP,p,l
Segment 4	Seaport Village	5	1100 LF 15400 SF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
Segment 5	N Emb Mar Park	6	1600 LF 22400 SF	P,B,B/Ap,Rb:ha	VP,p,t,w,l,tl,b,tb,s
Segment 6	Kettner Blvd (includes 0.7 acre Hyatt Plaza)	7	1600 LF 32000 SF	P,B,Rb:ha	p,,w,l,tl,b,tb,s
Segment 7	Hyatt Hotel 1/2	8	600 LF 48,000 SF 100 Spaces	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
Segment 8	Marriott	9	600 LF 18000 SF	P,B,Rb,Ed,A:ha	p,t,w,l,tl,b,tb,s
Segment 9	S Emb Mar Park	10	4075 LF 44500 SF 132 Spaces	P,B,B/Ap,Rb:ha	VP,p,t,w,l,tl,b,tb,s
Segment 10	Conv Cntr/Exp	11	3350 LF 37500 SF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
Segment 11	5th Ave Landing	12	1200 LF 7200 SF		
Segment 12	Campbell	13	700 LF 4200 SF		
B. Tuna Harbor	Harbor Drive	14	800 LF 45000 SF 200/85	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
C. Urban Plaza	South of side of Harbor Dr; North side of OPH	15	 1 Acre	Plza,P,A:ha	p,t,w,l,tl,b,tb,s
D. Waterfront Park	S of Harbor Dr	16	See Seg. 3 3.5 Acres	Prk,P,Pg,B/Ap,A:ha	P,T,W,L,TL,B,TB,S
E. Pier Walk	W of Market St	17	1250 LF 50000 SF	P:ha	VP,p,t,w,l,tl,b,tb,s
F. Tuna Hrb Pier	W of Pier Walk	18	400LF 10000 SF	P,CF,WT:ha	VP,p,tl,s

Legend:

A=(public) Art	B=Bikepath	B/Ap=Bike/Auto parking	CF=Commercial Fishing
Ed=Envirn. Education	P=Pedestrian walkway	Pg=Playground	PLZA=Plaza
PRK=Park	Rb=Roller Blade Accessible	SA=Shaded Area Available	SF=Sport Fishing
VP=View Point	ha=handicapped accessible	l=lighting	p=path s=sign
sp=parking spaces	t=toilet facility	tb=table/benches	tl=telephone
w=water available			

NOTE: The data in this table is indicative rather than determinative (i.e., the numbers are approximations).

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

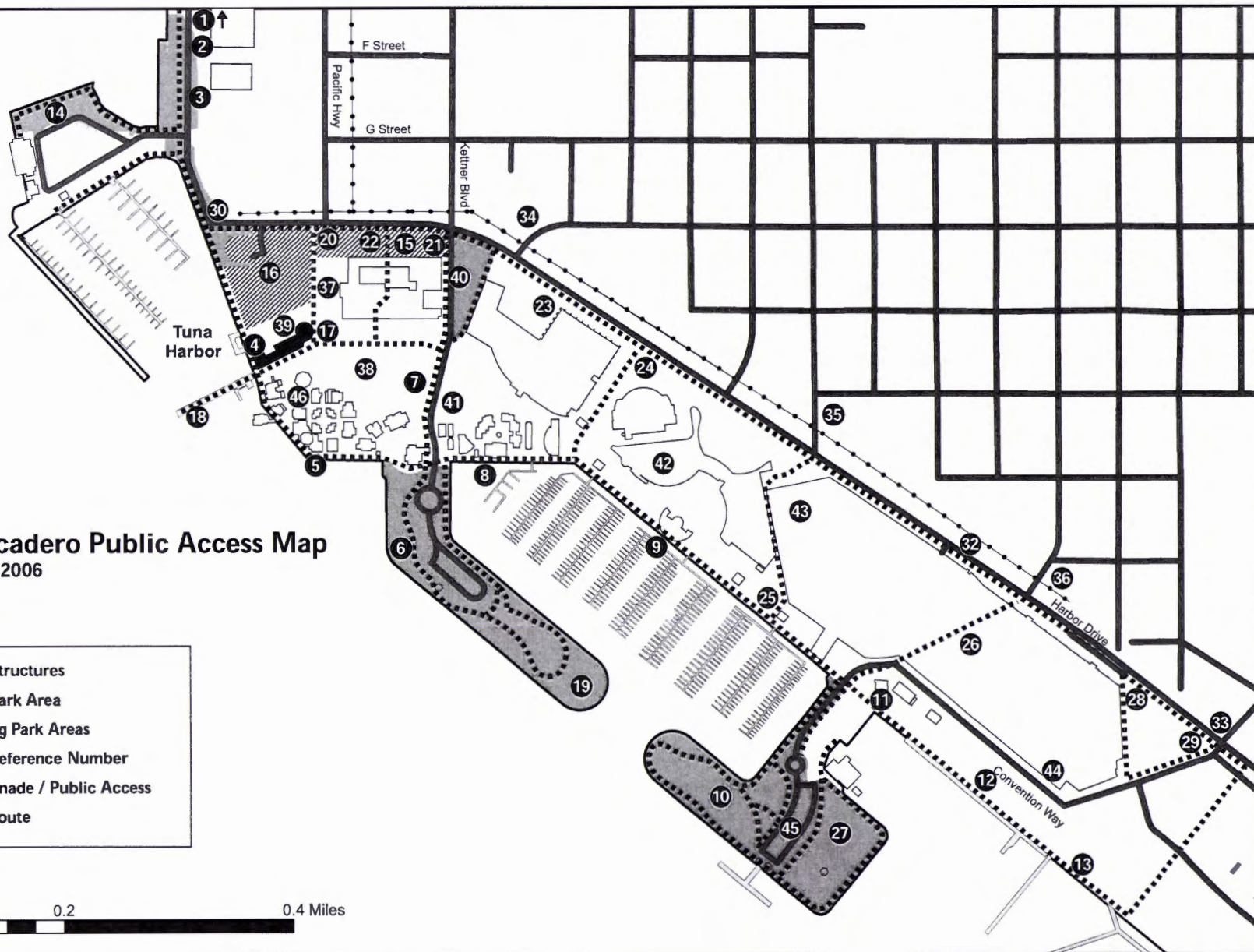
TABLE A - PLANNING DISTRICT 3, ACCESS AND RECREATION COMPONENTS

NAME	LOCATION	MAP REF. NO.	SIZE/PARKING	USE TYPES	FACILITIES
G. N Emb Mar Pk	S of Central Pk	19	See Seg. 5 10.7 Acres 87 Spaces	Prk, P,Pg,B/Ap,A:ha	VP,p,t,w,l,tl,b,tb,s
H. Pacific Hwy.	S of Harbor Dr.	20	650 LF 65000 SF	P,B:ha	p,s,
I. Kettner Blvd.	S. of Harbor Dr.	21	900 x 2 LF 54000 SF 35 Spaces	P,B:ha	p,s
J. California	S. of Harbor Dr.	22	650 LF 32500 SF	P,B,A:ha	p,s
K. Harbor Dr.	Plaza Pk to 8 th Ave.	23	4000 LF 40000 SF 18 Spaces	P,B:ha	p,s
L. Marina Walk	S. of Harbor Dr.	24	600 LF 36000 SF	Plz,P,B:ha	p,s
M. Access Cyn.	S. of Harbor Dr.	25	750 LF 7500 LF	P,A,Ed:ha	p,s,Ed
N. Skywalk	At CC/CCE	26	800 LF 16000 SF	P,Ed,A:ha	VP,p,s,l,b,tb
O. S Emb Mar Pk	S of Conv Cntr.	27	See Seg. 9 12 Acres	Prk,P,Pg,B/Ap,A:ha SF	VP,p,t,w,l,tl,b,tb,s
P. 8 th Ave Plaza	Harbor at 8 th	28	See Seg. 10 30000 SF	Plz,P,B/Ap,A:ha	p,s,t,w,l,tl,b,tb
Q. 8 th Ave Walk	W. of Harbor at 8 th	29	600 LF 2600 SF	P,B,Ed:ha	p,s,l
R. Transit Stops	BusStp @ Waterfront Pk	30	Bus turnout	P,B,Ed:ha	p,s
	BusStp @ Conv.	32	Bus turnout	P,B,Ed:ha	p,s
	BusStp @ 8 th Ave.	33	Bus turnout	P,B,Ed:ha	p,s
	Trolley S @ Mkt.	34	NS/East Line	P,B,Ed:ha	p,s
	Trolley S @ 1 st	35	NS/East Line	P,B,Ed:ha	p,s
	Trolley S @ 5 th	36	NS/East Line	P,B,Ed:ha	p,s
S. Public Parking	Pacific Hwy.	37	40Spaces	B/Ap:ha	p,s
	SPV Main Lot	38	453 Spaces (493 w/ valet)	B/Ap:ha	p,s
	Waterfront Park/Pier Walk Bldg	39	172Spaces	B/Ap:ha	p,s
	Hyatt 2	40	100 Spaces	B/Ap:ha	p,s
	SPV East	41	124 Spaces (204 w/ valet)	B/Ap:ha	p,s
	Marriott	42	5 Spaces	B/Ap:ha	p,s
	Conv.Cntr.	43		B/Ap:ha	p,s
	8 th Ave./Conv. Way	44	21/24 Spaces	B/Ap:ha	p,s
T. S Emb MarFP	S Emb Mar Pk	45	132 Spaces	P,SF,B:ha	VP,p,w,l,b,tb,s
U. Village Wlks	SPV (1978)	46		P,Plz,A,Ed:ha	l,p,Rb,SA,s,sp,t,tb,tl w

Legend:

A=(public) Art Ed=Envm. Education PRK=Park VP=View Point sp=parking spaces w=water available	B=Bikepath P=Pedestrian walkway Rb=Roller Blade Accessible ha=handicapped accessible t=toilet facility	B/Ap=Bike/Auto parking Pg=Playground SA=Shaded Area Available l=lighting tb=table/benches	CF=Commercial Fishing PLZA=Plaza SF=Sport Fishing p=path s=sign tl=telephone
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NOTE: The data in this table is indicative rather than determinative (i.e., the numbers are approximations).



South Embarcadero Public Access Map

Amended February 2006

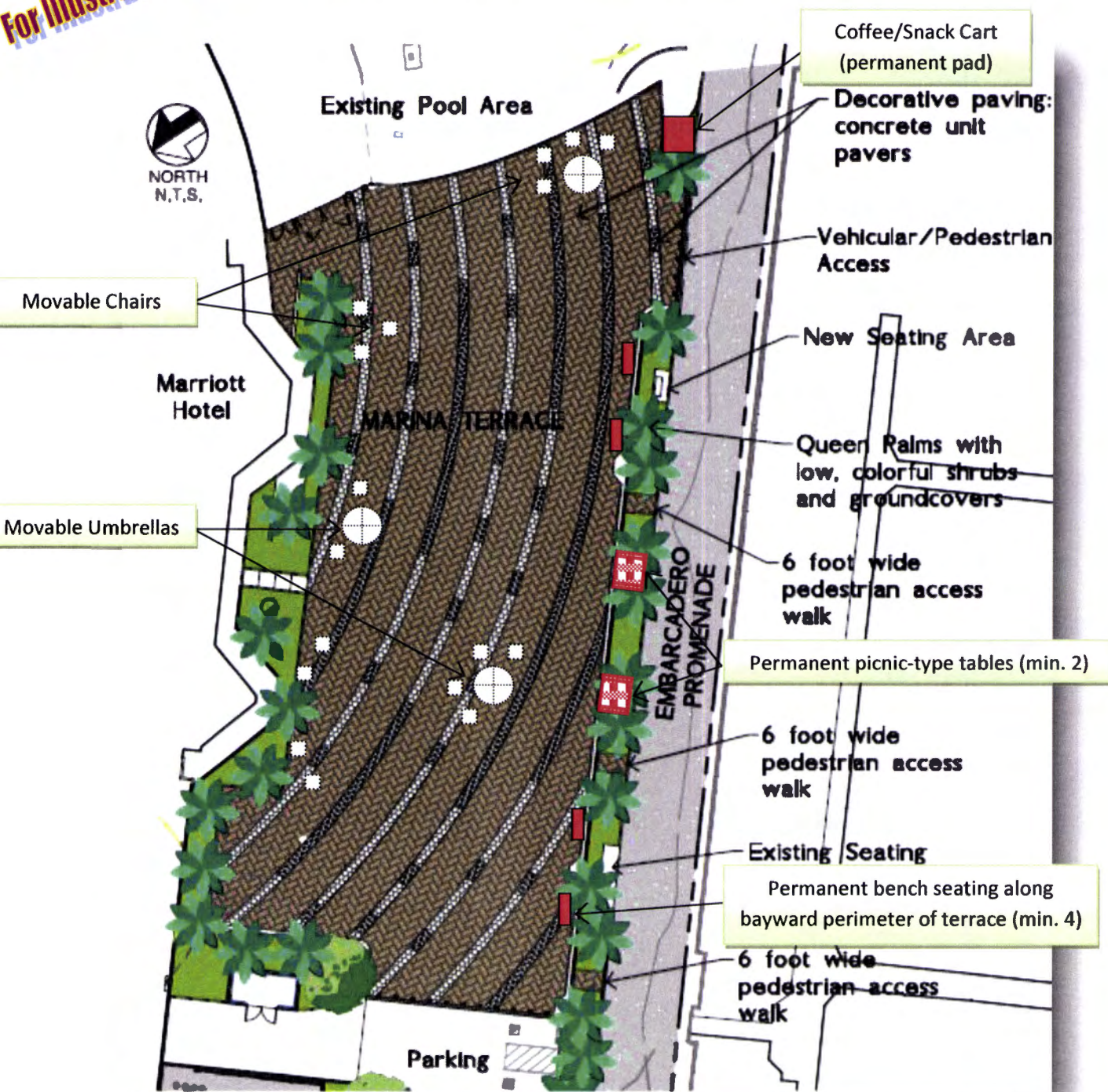
LEGEND:

- New Structures
- ▨ New Park Area
- ▩ Existing Park Areas
- # Map Reference Number
- Promenade / Public Access
- Bike Route

0 0.1 0.2 0.4 Miles

For Illustrative Purposes Only

Marriott Marina Terrace Activation



Movable modular furniture, including chairs and umbrellas, will be placed within the Marina Terrace area on a variable basis (amount and location dependant on day of week and weather conditions). A minimum of two (2) fixed picnic-type tables and four (4) fixed benches will be provided along the bayward perimeter of the terrace on a permanent basis. A pad will be established adjacent to the Embarcadero Promenade for placement of a temporary cart.