

## CALIFORNIA COASTAL COMMISSION

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November 30, 1995



**TH 146**

TO: COMMISSIONERS AND INTERESTED PERSONS

FROM: TOM CRANDALL, DEPUTY DIRECTOR, COASTAL AND OCEAN RESOURCES DIVISION  
 CHUCK DAMM, SOUTH COAST DISTRICT DIRECTOR  
 DEBORAH N. LEE, ASSISTANT DISTRICT DIRECTOR, SAN DIEGO AREA OFFICE  
 DIANA LILLY, COASTAL PLANNER, SAN DIEGO AREA OFFICE

SUBJECT: Staff Recommendation on San Diego Unified Port District Port Master Plan Amendment No. 21 (Convention Center Expansion). (For Commission consideration and possible action at Meeting of December 13-15, 1995)

STAFF NOTE:SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending that the Commission approve the proposed amendment allowing the conversion of 13 acres of land currently designated "Marine Related Industrial" and "Street" to "Commercial Recreation;" transfer of those 13 acres and an additional 1.7 acres from the Bayfront Industrial subarea to the Marina Zone subarea; redesignation of access roadways including closure of the Fifth Avenue/Harbor Drive intersection, use of Eighth Avenue for access to the Convention Center, Chart House restaurant, and Embarcadero Marina Park South, and inclusion of a Parking Management Program and a Public Access Program, to provide for an approximately 800,000 sq.ft. expansion to the existing San Diego Convention Center including groundwater removal, utility relocation and the partial depression of Harbor Drive. The amendment also updates various segments of the Master Plan to reflect the proposed Convention Center construction, renames "Fish Harbor" to "Tuna Harbor" and makes minor text revisions to reflect the existing conditions and proposed uses in the Port jurisdiction.

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 amendment was deemed submitted on November 29, 1995. 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. The date by which the Commission must take action, absent a waiver by the Port District of the 90-day period, is February 27, 1996.

Section 30714 of the Coastal Act states that the Commission shall certify the plan or amendment, or portion of a plan or amendment, and reject any portion of a plan or amendment which is not certified, and may not modify the master plan or amendment, as submitted, as a condition of certification. Section 30714 also states that the Commission shall certify the plan or amendment if the Commission finds both that:

1. The certified portions of the amendment conform with and carry out the policies of Chapter 8 of the Coastal Act.
2. Where the amendment provides for development listed as appealable in Section 30715, such development is in conformity with all the policies of Chapter 3 of the Act.

The proposed amendment does not include any development which is listed as appealable in Section 30715. Therefore, the policies of Chapter 8 of the Coastal Act are the standard of review for the proposed amendment.

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STAFF RECOMMENDATION:

I. PORT MASTER PLAN SUBMITTAL - RESOLUTIONS

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.

RESOLUTION I (Resolution to approve certification of Port of San Diego Master Plan Amendment No. 21).

MOTION I

I move that the Commission certify the Port Master Plan Amendment as submitted by the port.

Staff Recommendation

Staff recommends a YES vote and the adoption of the following resolution and findings. An affirmative vote by a majority of the Commissioners present is needed to pass the motion.

Resolution I

Certification of Amendment

The Commission hereby certifies San Diego Unified Port District Master Plan Amendment No. 21, and finds, for the reasons discussed below, that

the amended Port Master Plan conforms with and carries out the policies of Chapter 8 of the Coastal Act. The Commission further finds that the plan amendment will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act (CEQA).

## 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 nineteen 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 conforms with the provisions of Section 30711 of the Coastal Act. The proposed changes in land and water uses are outlined in sufficient detail in the port master plan submittal for the Commission to make a determination of the proposed amendment's consistency with the 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 combined EIR associated with the plan amendment was subject to public review and hearing and was adopted by the Board of Port Commissioners on November 21, 1995 as Resolution #95-388.

A public hearing on the proposed master plan amendment was held and the amendment was adopted by the Board of Port Commissioners on November 21, 1995 as Resolution #95-389.

C. Appealable Development. In determining the standard of review for the proposed plan amendment, Section 30714(b) of the Coastal Act provides guidance and states that:

...The Commission shall certify the plan, or portion of a plan, if the Commission finds both of the following:

[...]

Where a master plan [or in this case, a master plan amendment], or certified portions thereof, provide for any of the developments listed as appealable in Section 30715, the development or developments are in conformity with all the policies of Chapter 3 (commencing with Section 30200).

Section 30715 of the Coastal Act states, in part, that:

After a port master plan or any portion thereof has been certified... approvals of any of the following categories of development by the port governing body may be appealed to the commission:

- (1) Developments for the storage, transmission, and processing of liquefied natural gas and crude oil in such quantities as would have a significant impact upon the oil and gas supply of the state or nation or both the state and nation. A development which has a significant impact shall be defined in the master plans.
- (2) Waste water treatment facilities, except for those facilities which process waste water discharged incidental to normal port activities or by vessels.
- (3) Roads or highways which are not principally for internal circulation within the port boundaries.
- (4) Office and residential buildings not principally devoted to the administration of activities within the port; hotels, motels, and shopping facilities not principally devoted to the sale of commercial goods utilized for water-oriented purposes; commercial fishing facilities; and recreational small craft marina related facilities.
- (5) Oil refineries.
- (6) Petrochemical production plants.

The Commission determines that the amendment would provide for redesignation

of land from "Marine Related Industrial" and "Street" to "Commercial Recreation," and would allow the construction of an addition to an existing convention center in an area not currently designated for such a use. A convention center or its expansion is not listed as an appealable development in Section 30715. Therefore, the policies of Chapter 8 of the Coastal Act are the standard of review for the proposed amendment.

D. Summary of Proposed Plan Amendment. The proposed master plan would result in several significant changes in the certified Master Plan. First, the land use designation on portions of the expansion site (13 out of a total 14.7 acres) would change from "Marine Related Industrial" and "Street" to "Commercial Recreation" (the remaining 1.7 acres is currently designated "Commercial Recreation"). The expansion site would be removed from the Bayfront Industrial subarea and added to the Marina Zone subarea. The redesignations and associated text changes in the Master Plan would allow for the construction of an approximately 800,000 sq.ft., two-level addition to the existing San Diego Convention Center. The expansion would be located southeast of the existing center on an existing surface parking lot that serves the Convention Center and events at Embarcadero Marina Park. The expansion would approximately double the size of the existing center. In conjunction with the expansion, the Harbor Drive/Fifth Avenue accessway would be vacated, and Eighth Avenue would be designated for access to Embarcadero Marina Park South and the existing Chart House restaurant. Harbor Drive would be partially depressed and lowered. Temporary dewatering activities would take place at the expansion site, and some ground water remediation could occur off-site, outside of the coastal zone.

Because the amendment would allow for a significant increase in the floor area of the Convention Center and because the expansion would be located over an existing parking lot serving the convention center, thereby eliminating 1,500 existing parking spaces, the amendment includes the adoption of a Parking Management Program. The Parking Management Program identifies available off-site parking spaces and outlines methods and requirements for guiding convention center patrons to the offsite spaces. The plan also includes adoption of a Public Access Program. The Public Access Program identifies the available access routes to San Diego Bay over and around the Convention Center. It also details the posting of signs, distribution of brochures and the placements of benches and other public amenities which will be provided to promote and preserve access to the bay.

In addition, the amendment updates the text of the Master Plan to reflect the existing conditions and proposed uses in the area, and renames "Fish Harbor" to "Tuna Harbor." Other associated text revisions will be made to reflect the proposed Convention Center expansion. These minor text changes, updates, and the name change will not have any environmental impact, and can be found consistent with the appropriate sections of Chapter 8 of the Coastal Act. A copy of the amendment has been attached to this staff report.

E. Conformance with the Coastal Act. The proposed amendment would result in a number of changes to both basic land use categories and to the specific policies contained in Planning District 3. In order for the Commission to certify the proposed master plan amendment, the Commission must determine that the amendment conforms to the following applicable Chapter 8 policies of the Act:

Section 30708

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

- (a) Minimize substantial adverse environmental impacts.
- (b) Minimize potential traffic conflicts between vessels.
- (c) Give highest priority to the use of existing land space within harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities.
- (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.
- (e) Encourage rail service to port areas and multi-company use of facilities.

1. Redesignation of 13 acres of Land From "Marine Related Industrial" and "Street" to "Commercial Recreation." The proposed expansion site is located immediately east of the existing Convention Center, on an existing surface parking lot. The site is within Planning District 3, Centre City Embarcadero District of the Master Plan. There are three existing designations on the expansion site: the area between the Convention Center and Fifth Avenue (1.7 acres) is designated "Commercial Recreation;" the area within Fifth Avenue (1.2 acres) is designated as "Streets;" and the existing parking lot (11.8 acres) is designated for "Marine Related Industrial" use. The street and parking lot area would be redesignated to "Commercial Recreation," and convention centers would be added as an allowable land use within the Commercial Recreation designation. The amendment also moves the expansion site from the Bayfront Industrial subarea to the Marina Zone subarea. The expansion site is surrounded by the existing Convention Center to the west, industrial uses to the south and east, and Harbor Drive to the northwest. The downtown Gaslamp district is located north of the Convention Center. Hotels and other commercial recreation uses are located further to the west. Embarcadero Marina Park South is located southwest of the site. A bayfront public promenade south of the site runs from Embarcadero Park northwest to Seaport Village.

Section 30708 of the Coastal Act gives highest priority to the use of existing land space within harbors for port purposes, including shipping industries. There are currently approximately 363 acres of land designated for Marine Related Industrial in the Port Master Plan. The re-designation of 11.8 acres of marine-related industrial land to commercial recreation would constitute an approximately 4.1% decrease in Marine-Related Industrial designated land within the Port tidelands and an approximate 5.8% increase in Commercial Recreation land uses. The Environmental Impact Report conducted for the proposed amendment contains an analysis of the impact the loss of 11.8 acres of marine-related industrial land would have on shipbuilding, repair and related industrial activities in San Diego and on the west coast.

The major demand for this type of activity comes from the U.S. Navy. The report indicates that expenditures on U.S. Navy shipbuilding have fallen by over 50% since 1990. As of February 1, 1995, industrial Port lands had an overall vacancy rate of 10.6% compared to a 6% vacancy rate for commercial land. Increases in the demand for shipbuilding and ship repair at San Diego Bay could occur as a result of naval vessels redeployment and military facility closures at other harbors. For example, with the expected closure of the Long Beach Naval Ship Yard, 500 to 1,000 ship repair workers could be hired in San Diego. However, the Port's analysis indicates that there is tremendous excess capacity in San Diego's ship and vessel repair industry. The additional activity projected from the closure of the Long Beach facility would not require any expansion of the existing ship and vessel repair companies in San Diego. Underutilized capacity at existing shipyards, along with the availability of the Sweetwater Wharf in Planning District 5 for on-board ship repair is expected to satisfy any additional demand for industrial land in the future.

In addition, the Port District has indicated that the site itself is not well suited for navigational facilities because it is over 250 feet from the bay, and lacks direct rail access. The waterfront industrial use at the adjacent Campbell shipyards has experienced a decline in demand for its repair and nautical construction services, and is therefore unlikely to require the subject area for expansion. No evidence was identified that the proposed conversion would substantially impact shipbuilding and repair activities in San Diego or on the west coast. Rather, the analysis determined that the site is not needed now or in the foreseeable future for maritime commerce or marine-related industrial uses over the life of the project. The proposed expansion site has been used as parking for the Convention Center and Embarcadero Marina Park since 1990, with no known adverse impacts to the supply of marine-related industrial land.

Section 30708 of the Act also calls for the provision of beneficial uses other than port uses, including recreational facilities. Given that there will not be an adverse impact from the loss of industrial land, redesignation of the site for commercial recreation uses will provide for the construction of additional commercial recreation facilities consistent with the Act, and consistent with the existing Convention Center area. The Master Plan

indicates that the demand for commercial recreational facilities is anticipated to increase. The proposed change in land use would facilitate meeting this demand. Since the site will become part of the existing Convention Center, it is appropriate to move the expansion site from the Bayfront Industrial area to the Marina Zone subarea with the existing Center. Therefore, the Commission finds that the proposed land use change to allow the construction of a convention center expansion is consistent with Section 30708 of the Coastal Act.

2. Adoption of Public Access Program. The expansion would take place east of the existing Convention Center. The Marriott and Hyatt hotels are located west of the Convention Center, and farther west, the Seaport Village retail complex is located. The Embarcadero Marina and Embarcadero Marina Park are located to the south of the Convention Center and hotels. The Campbell Shipyard and the Tenth Avenue Marine Terminal are located to the southeast. Currently, pedestrian access to the bay and Embarcadero Marina Park South is available along Fifth Avenue, and vehicular access is available from Eighth Avenue. Other existing waterfront access points in the area include a public accessway west of the existing Convention Center, through the Marriott hotel parking area. There is a public promenade and lateral shoreline accessway along the bay connecting Embarcadero Marina Park South, Embarcadero Park North and Seaport Village.

Expansion of the Convention Center would add approximately 800,000 additional square feet to the existing Center. In total, the expanded Center would be approximately 2,680,000 sq.ft., of which 500,000 sq.ft. would be contiguous exhibit space. The expansion would extend east from the existing building, approximately 885 feet along Harbor Drive, and approximately 1,200 feet on the bayside of the structure. The existing and expanded facilities would have a combined length of over 2,000 feet. The expansion would be a massive, extremely prominent structure located between the bay and Harbor Drive, the major coastal access route in the area. The expansion would extend across Fifth Avenue, thereby eliminating the existing ground level access. The project would have a significant impact on visual and physical access opportunities on not only the site itself, but on the entire Harbor Drive and Fifth Avenue corridors, including Embarcadero Park. Therefore, the amendment includes adoption of a Public Access Program to address access issues.

The Public Access Program has several purposes. The plan identifies the major access corridors in the Convention Center area, primarily an existing accessway at First Avenue alongside the Marriott hotel, Eighth Avenue, and a proposed skywalk over the expanded Convention Center. These accessways would be promoted and identified through signage and visitor brochures. Access to the bay would be further promoted through the creation of linkages between downtown/Centre City and the bay, and through the placement of public access and directional signs and pavement markings. The plan also requires the provision of public amenities on the public areas of both the existing and the proposed Convention Center expansion.



Currently, with few views of the water and no clear links to the shoreline, this stretch of Harbor Drive lacks any identity as a waterfront route. This situation is a result of past developments on the bay side of Harbor Drive, including the existing Convention Center, which have blocked physical and visual access to the water. Existing bayside amenities such as Embarcadero Park have been increasingly isolated through the closure of Fifth Avenue to vehicle traffic and the lack of signage identifying and directing traffic to the park. Thus, it is critical that the proposed expansion does not further degrade access opportunities. Because the expansion would prevent any views of the park from Harbor Drive, and because the elimination of Fifth Avenue will remove the only direct access to it, Embarcadero Park could easily become "lost" behind the Convention Center. The park could become, in effect, an amenity of the Convention Center, known to and available to only those Convention Center patrons who venture out behind the building.

The elimination of Fifth Avenue and the existing at-grade access there is also of particular concern, as it would eliminate the most obvious and convenient route to the bay. The Public Access Program identifies a proposed skywalk over the expanded Center as a replacement for the loss of this existing accessway. The proposed skywalk would be located on the roof of the proposed expansion, just west of Fifth Avenue at the junction of the existing facility and the new expansion. The skywalk would include stairs and a funicular (an inclined elevator) on the Harbor Drive side of the building, leading up approximately 70 feet to a promenade approximately 40 feet wide on the Harbor Drive side, narrowing to 20 feet wide on the bay side. The promenade will extend 400 to 500 feet in length from the front to the rear of the structure. The walkway would terminate on the bay side with a circular lookout point projecting beyond the main structure. Stairs and an elevator would be provided on the bay side of the structure to provide access to the outdoor terraces that overlook San Diego Bay, and to provide access to Embarcadero park and promenade. The skywalk will be open to the public between the hours of 6:00 a.m. and 12:00 a.m.

The skywalk will undoubtedly be an interesting and unique design feature as viewed from Harbor Drive. However, it is questionable whether requiring people to scale a 70 to 80 foot high building will effectively maintain and increase public access to the shoreline. Preserving an at-grade pedestrian access at Fifth Avenue would provide a more direct, obvious, and therefore presumably better utilized route to the bay. Expansion of the Convention Center could be designed to include a ground level public passageway between the existing building and the expansion. Provision of this passageway would require that the bottom-level exhibition space be divided into two large exhibit areas.

Several studies submitted by the Port indicate that an expansion to at least 500,000 sq. ft. of exhibit space, as proposed, is the minimum necessary for the San Diego Convention Center to attract major national shows in the future. The studies indicate that most exhibitors strongly prefer continuous exhibit space. Dividing exhibition space into two areas, separated by a public

corridor, could result in one location being perceived as less desirable than the other. The Port has submitted documentation indicating that for existing convention centers in the size range of the proposed expansion, events requiring over half of the convention centers' contiguous exhibit space account for approximately 50% of their total occupancy. In other words, events comprising approximately 50% of total occupancy could be affected by developing non-contiguous exhibit space. In addition, Convention Center operators have indicated that there are security concerns involved with allowing movement between two exhibition spaces for conventioners, while restricting access into the building by the general public.

Providing the exhibition space on the second level of the facility would avoid these problems while allowing ground-level public access to be maintained. However, the existing Convention Center's contiguous exhibition space is located on the ground level, while meeting rooms, ballrooms, and support facilities are located on the upper level. If the exhibition space on the expansion were located on the upper level, the existing facility would have to be completely reconfigured to gain the desired 500,000 sq.ft. of contiguous exhibition space. In addition, setting up and tearing down major exhibitions requires vehicles, including semi-trailer tractors, to access the exhibition floor to load and move equipment. If the exhibit space were located on the upper levels of the structure, large, expensive and unsightly vehicle ramps up to 800 feet long would have to be constructed on the bayside of the structure to allow trucks to drive up to the exhibition floors.

Nevertheless, while there would be certain disadvantages associated with providing ground-level public access to the bay at Fifth Avenue, any significant reduction in public access opportunities in this area where so little public access remains can not be justified in order to avoid inconveniencing, albeit substantially inconveniencing, convention show operators. Provision of an alternative accessway in the proposed skywalk could not in itself offset the loss in public access resulting from elimination of the at-grade access at Fifth Avenue. The public perception of the availability of a narrow walkway over a building, with controlled access hours, would be far less than compared to that of a public street leading to the shoreline. Based upon the lack of public use the existing outdoor terraces on the bay side of the Convention Center receive, the public does not currently perceive Convention Center facilities as available, attractive public destination points. It is reasonable to expect that the proposed skywalk would receive a similar lack of use, if it were constructed without a substantial increase in the amount of public amenities.

However, as noted above, the Public Access Program does more than just identify the accessways around the Convention Center, it requires that these accessways be promoted, publicized and improved. The plan contains specific provisions to create a public street-like atmosphere for the skywalk. The skywalk will contain landscaping and public art features designed to draw pedestrians from Harbor Drive up the stairway and down towards the bay. The corridor will be lined with planters and benches along the east side, and

tables, seats and areas for mobile vending carts will be provided. The corridor will be approximately 44 feet wide at this point. Pedestrians on the skywalk will be able to observe activity in the "sails" area of the existing center and the ballroom prefunction area. Although the walkway will be as little as 20 feet in width in some locations, upon reaching the bayside of the building, the public will be able to walk west onto the existing terraces, or east along the length of the expansion area, down to the proposed public plaza at Eighth Avenue and Harbor Drive. In addition, the Port District has committed to enhancing the terrace areas on the bayside of the existing Convention Center with public amenities. Informational and locational signage, as well as telescopes, will be provided on the existing or expansion public areas. Although the skywalk and elevators will be closed from 12:00 a.m. to 6:00 a.m., the accessway will be available during the peak recreational time periods. Eighth Avenue will remain open at all times.

In addition to the requirements for the skywalk, the Public Access Program also details the improvements which will take place on the other accessways in the area, specifically the Marriott pathway and Eighth Avenue. The Marriott accessway is currently little known, unmarked and widely underutilized. The route's inclusion in the public access documents (visitor brochures and other media information services) will increase the public awareness and use of this corridor. In addition, bay access signs will be furnished at both ends of this route. Additional bay access signs will also be placed at Eighth Avenue, Imperial Avenue and Harbor Drive, and at every change of direction when guidance is needed.

The Eighth Avenue accessway will be enhanced by the provision of a public plaza at the northeast corner of the Convention Center expansion. Various urban pedestrian amenities and public art will be installed at this plaza to draw visitors down Eighth Avenue. New perimeter sidewalks connecting Harbor Drive and Eighth Avenue with Embarcadero Marina Park South and the Embarcadero Promenade will be provided. The amendment also ensures that suitable landscaping will be incorporated along Eighth Avenue from Harbor Drive to Convention Way to enhance the public's access to and awareness of Embarcadero Park as a destination point. Although the park will be tucked away behind the Convention Center building, landscaping and sidewalks will encourage pedestrians and vehicles to continue down Eighth Avenue to reach it.

Public access to Embarcadero Park will be further enhanced and protected through the relocation of the truck staging/marshaling site. Currently, Eighth Avenue is used as a staging and loading area. During major events at the Convention Center, trucks and moving vans double-park along the length of Eighth Avenue on both sides, severely restricting access to Embarcadero Park. Traffic impacts are particularly significant when a Summer Pops event is held at the park. The current proposal includes locating the truck marshaling site approximately 3.5 miles northwest of the expansion site, across from the Midway Post Office and outside of the coastal zone. Trucks will marshal at this location until they are dispatched via two way radio to the loading docks of the Center when space is available. Queuing or parking of trucks along

Eighth Avenue will be prohibited. Truck access to the loading docks will also be modified to separate truck traffic entering the Center from other vehicle traffic. This will result in a significant improvement in the ability of the public to access the park.

The Public Access Program also encourages the creation of linkages between downtown and the Gaslamp District, and San Diego Bay, through an inland signage program which will provide bay access signage throughout the downtown area. This pedestrian signage will be located along several major streets leading to the bay, including First Avenue, Fifth Avenue, and Harbor Drive. Signage identifying Embarcadero Park access will also be provided at Eighth Avenue. In this manner, the Public Access Program will increase public awareness of the bay accessways and draw larger numbers of people to the shoreline.

In addition, the amendment contains a long-range commitment to maintain and improve public access should the adjacent industrial areas ever be redeveloped. The terrace level of the expansion project has been designed to allow for the connection of a pedestrian access bridge over Eighth Avenue, ending in the R.E. Staite leasehold. This bridge would provide for continuous public pedestrian access from the skywalk to the redeveloped area, as appropriate. Should the waterfront promenade be extended, it will be designed with landscaping and pedestrian features designed to connect it with the public accessways around the Convention Center.

In summary, the primary bay access route at Fifth Avenue will be eliminated. Maintaining a ground level public accessway would potentially jeopardize the effectiveness of the expansion. However, access to the bay will be provided through the proposed skywalk. The Public Access Program will ensure that the skywalk will be an attractive and viable destination, and will enhance several of the existing public accesspoints in the area, including the Marriott pathway, the Eighth Avenue accessway and the terraces on the existing Convention Center. The plan will also create linkages from the downtown area to the bayfront to help draw people to the water. The amendment provides for the long-term planning goal of increasing public access to and along the bay in this area. Therefore, the proposed amendment will not significantly impede public access opportunities and may actually enhance attraction to the bayfront. The proposed amendment can therefore be found consistent with Section 30708 of the Coastal Act.

3. Adoption of Parking Management Program. The proposed expansion will result in a significant decrease in available parking while significantly increasing demand for parking. Approximately 3,450 parking spaces are provided at the existing Convention Center, 1,950 in the parking structure, and 1,500 spaces in the surface lot east of the existing Center. Convention Center attendees and employees use the parking structure and surface lot. Patrons of the San Diego Symphony Summer Pops concerts and other concerts at Embarcadero Park also use the surface lot. Seven hundred spaces in the parking structure are contractually obligated for use by the adjacent Marriott

hotel. Expansion of the Convention Center would eliminate the existing 1,500 space parking lot, while depressing Harbor Drive for a new entrance into the existing parking structure would eliminate up to an additional 100 spaces. Thus, a minimum of 1,150 on-site spaces would be available for convention center and Embarcadero event parking.

In addition, doubling the size of the existing facility will increase the need and demand for parking. As noted in the previous section, the expansion area lies between Harbor Drive, the major coastal access route in the area, and San Diego Bay. Embarcadero Marina Park South is immediately south of the existing Center, and a public promenade continues west to Embarcadero Marina Park North. Access and parking to the bay is very limited in this area. There is only a small amount of parking available at the one lot adjacent to the park, and most of these spaces are either metered, or reserved for restaurant parking for the adjacent Chart House restaurant. The parks contain landscaped picnic areas, basketball courts, a public fishing pier and wide lawn areas. A substantial increase in traffic and parking demand could have a significant adverse impact on the public's ability to access the recreational facilities at Embarcadero Park and the shoreline. Although the parking spaces at the park are metered, if alternative parking facilities are not available, Convention Center patrons could well opt to use those spaces, at the expense of the general public.

A parking study conducted for the proposed expansion analyzed the number of cars using the existing Convention Center parking for various types of events, including Embarcadero events such as the Summer Pops concerts. The study found that consumer shows, which attract large numbers of local attendees, generate twice as much traffic as any other event types. The post-expansion parking demand was calculated by increasing the pre-expansion demand by 40% for consumer shows and assuming a 100% increase in parking demand for all other event types. The report found that the post-expansion parking demand would range from approximately 129 spaces to 3,418 spaces; with a typical demand of 1,000 spaces. As noted above, a minimum of 1,150 on-site spaces are expected to be available; thus, most of the time, sufficient on-site parking should be available. Nevertheless, there would be frequent, sometimes significant parking deficits at the expanded Convention Center. The parking study projected that approximately one-fifth of the weekday events (51 events) would have a parking deficit of from 1 to 2,000 parking spaces, while 1% of the events (approximately 3 events per year) would have a parking deficit of over 2,000 spaces. On nights and weekends, over one-quarter of the events (approximately 96 events) would experience parking deficiencies of as much as 2,000 spaces or more.

The parking study does not distinguish between night-time deficits, when demand for bayside recreational facilities would be relatively low, and weekend deficiencies, when demand for public access and recreational facilities is highest. Nevertheless, it is clear that there will be numerous occasions when Convention Center or Embarcadero event patrons will have to look for parking off-site, and this demand could conflict with the demand for

shoreline access. The Parking Management Program included in the proposed amendment is intended to accommodate parking shortfalls. Like the Public Access Program, the Parking Management Program has several objectives: it identifies an inventory of available off-site parking spaces; outlines the methods and requirements by which Convention Center patrons would be guided to off-site spaces and then transported to the Convention Center; and identifies how the impacts of various levels of parking deficits will be reduced or avoided.

A survey conducted for the Parking Management Program identified a reservoir of approximately 5,000 parking spaces in off-street lots within walking distance of the Convention Center. In addition, the study found approximately 600 curbside spaces that were not being used mid-day, although many of these spaces have time limits. These curbside spaces and off-street lots should be able to accommodate Convention Center deficits up to 400 spaces during the weekdays. Greater deficits would be accommodated through the use of surplus parking lots and structures in Centre City. The program identifies and maps the location of a number of off-site parking facilities, including the Metropolitan Transit System (MTS) Structure, the Salvation Army lot, the Koll Center, the City Evan Jones Parkade (City Concourse), Inspiration Point and the Sports Arena, which would be available on weekdays. Other parking facilities at City College, 550 West "C" Street and Parking Palace would be available on evenings and weekends. The operators of these facilities have been contacted and have tentatively agreed to make their facilities available for Convention Center parking. A combination of shuttles and/or the San Diego Trolley would transport people from the off-site lots to the Convention Center.

Most of the parking deficits are expected to occur on weekday evenings or on weekends, when parking is most widely available in downtown office buildings. However, just having these spaces available does not guarantee that people will use or even be aware of them. Therefore, the Parking Management Program includes a specific, step-by-step program of mitigation measures which must occur for each Convention Center event depending upon projected show attendance and parking deficiencies. For example, shows with a projected parking deficit of up to 400 spaces will be required to direct patrons to nearby off-site spaces and the MTS structure through advertisements in event literature, by contacting media outlets, by arranging to have the changeable message signs in front of the Convention Center direct autos to designated alternate parking sites, closing and barricading the on-site lot when full, and positioning personnel at the barricades to provide maps with directions to off-site parking for those who ignore the "Lot Full" signs. These personnel will also allow Embarcadero patrons to access Embarcadero Park parking. Show operators would coordinate with the Convention Center to provide free trolley service from the MTS lot to the Convention Center. The program details a similar series of steps which must take place for various levels of parking shortfalls, up to a greater than 2,000 spaces deficit.

The monitoring component of the program requires that the Convention Center

submit a report to the Commission at the beginning of each year identifying all official off-site lots and projecting parking demands for the upcoming year. The report will contain a schedule of the events expected to require off-site parking. "Will-serve" letters must be obtained prior to each calendar year for the required off-site parking facilities. In addition, the monitoring plan will contain a report on vehicle counts taken throughout the previous year to evaluate the effects of the program on the surrounding area. Embarcadero Park will be one of the lots monitored to assess the impact the expansion is having on public access to the park. Other monitoring components include ensuring that adequate shuttle and/or trolley service is being provided to transport people using off-site lots to the Convention Center, and reviewing comment and survey cards given to Convention Center patrons. The annual report will include an overall assessment of the effectiveness of the Parking Management Program and recommendations for improvements.

While the expansion will result in an increased demand for parking in the Convention Center area, the measures contained in the Parking Management Program will ensure that the Convention Center expansion does not prevent people from accessing the shoreline and Embarcadero Park. The Program contains very specific requirements for identifying particular off-site facilities, and outlines a plan for directing patrons to those locations. These requirements will mitigate the impacts the lack of on-site parking could have on traffic and circulation in the area. The annual monitoring plan will provide Convention Center operators, the Port District, the City of San Diego, and the Commission an on-going assessment of the program's effectiveness, as well as the opportunity to correct any deficiencies in the plan. As previously noted, the majority of the time, parking demands will be met on-site. However, the Parking Management Program will significantly reduce the potential conflicts between Convention Center attendees and shoreline users when off-site parking is required. The partial depression of Harbor Drive will reduce conflicts between Convention Center patrons and the general public accessing the bay at Eighth Avenue. Therefore, the proposed amendment can be found consistent with Section 30708 of the Coastal Act.

4. Visual Impacts. The proposed amendment will allow for the construction of an approximately 800,000 sq.ft. expansion to the existing center. The new structure will extend approximately 885 feet along Harbor Drive. The expansion would have an impact on views from Fourth, Fifth, Sixth, Seventh and Eighth Avenues, and Harbor Drive. As noted above, this stretch of Harbor Drive has little visual relationship with the bay, due to the existing Convention Center and hotel development between Harbor Drive and the bayfront. A loss of views to the water in this location would be highly significant and difficult to mitigate. In addition, the massiveness of the overall building and the quasi-public and commercial nature of the facility will have a significant impact on the public's perception of shoreline access opportunities.

However, the surrounding street ends would lose existing views of the Coronado Bay Bridge and the Campbell Shipyard, not the water itself. This view loss is

not entirely insignificant, as it does provide a visual connection to waterfront activities, and for many people, views of shipyards may be considered interesting. But currently, views of the water are blocked from approximately Eighth Avenue to Seaport Village, over one-half mile. The views will be replaced by views of the Convention Center, which has been designed to blend with and enhance the urban setting. The proposed expansion will not eliminate any existing views of the bay itself.

Perhaps more significant is the structure's impact on the perceived ability to access the bay. However, numerous design elements have been incorporated in the structure to increase the physical and visual accessibility of the Center and the shoreline accessways. The northeast corner of the building has been angled to provide a public plaza at the corner of Harbor Drive and Eighth Avenue, which will draw people to and around the Center. The design treatment, signage and landscaping which will be provided on the skywalk, Eighth Avenue, and the Marriott accessway are detailed above, under Public Access Program. Other mitigation measures incorporated in the project's design include landscape treatments in the median in Harbor Drive, street furnishings along the Harbor Drive portion of the structure to provide stopping areas for pedestrians, and incorporating street lighting, banners, and other urban design elements to help connect the view corridors with the design elements in the Martin Luther King Promenade.

Although the visual impact of the expansion will be substantial, the design elements proposed for the structure, particularly with regard to the bay accessways, will ensure that the structure will not have the physical or perceptual impact of shutting off access to the bay. No views of the bay waters will be eliminated by the expansion. Therefore, the proposed amendment can be found consistent with Section 30708 of the Coastal Act.

5. Water Remediation/Water Quality. The proposed amendment also allows for the temporary dewatering of the expansion site prior to construction. The dewatering is required largely for the installation of utilities; no below ground levels are proposed for the expansion. As much as 240,000 gallons of water per day may be required during the dewatering effort, which will last approximately six months. An analysis of the expansion site indicates that the ground water should be able to be discharged directly into the sewer system through manholes located along Harbor Drive, in the vicinity of the expansion site. Once in the sanitary sewer system, the effluent would be routed to the Point Loma Waste Water Treatment Plant where it would be treated and discharged to the ocean. The study performed for the project found that the concentration of constituents in the groundwater are within the allowable limits for discharges to the sewer system. However, during dewatering, bi-weekly testing of the effluent would be conducted prior to discharge, to ensure it meets the City's discharge limits. No construction discharges to the bay would occur.

If the dewatering effluent is found to exceed allowable limits, the effluent will be remediated prior to discharge. No remediation will be conducted at

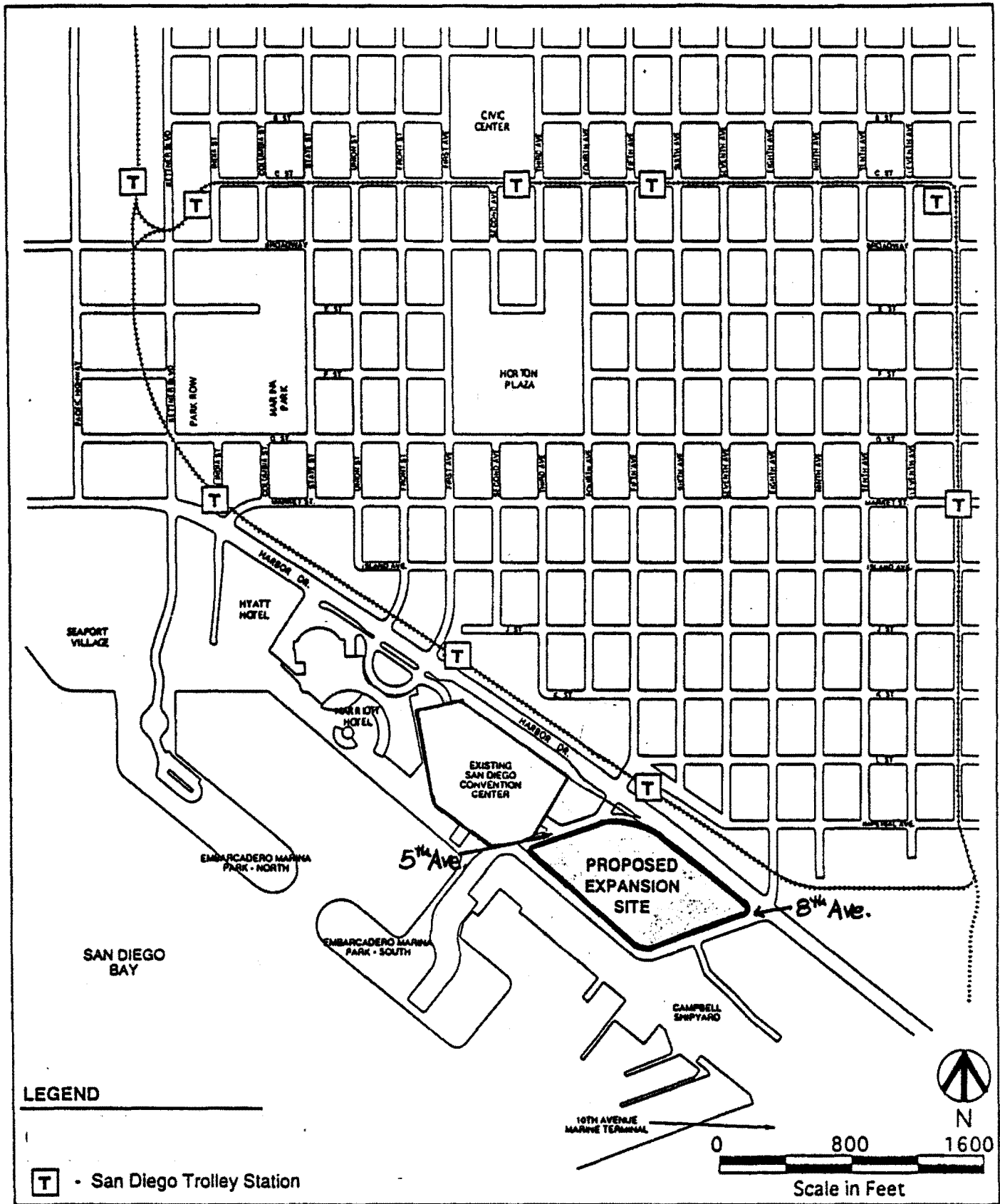


the expansion site; however, the remediation of constituents would be accomplished through the use of a granular activated carbon filter system (GAC). The GAC remediation system would consist of a series of large containers partially filled with activated carbon absorbent. Contaminated effluent would be placed into the top of each container and would filter down through the GAC media. The GAC media would absorb the contaminants, the effluent would be released at the bottom and discharged to the sewer.

To restate, no remediation of any kind will take place at the expansion site. The Port District has determined that any ground water that requires remediation will be trucked across Harbor Drive to a vacant parcel outside of the Coastal Zone. The amendment does not allow for permanent dewatering facilities at the expansion site. No discharges into the bay will occur, and no water treatment will take place in the coastal zone. Therefore, as no adverse environmental impacts are associated with the dewatering, the proposal can be found consistent with Section 30708 of the Act.

6. Consistency with the California Environmentally Quality Act (CEQA).  
As described above, the proposed amendment does not have the potential to result in resource damage in the form of individual or cumulative impacts to land use or sensitive resources. No significant, unmitigable environmental impacts are anticipated as a result of the proposed project. Mitigation measures, including a Public Access Program and Parking Management Program, have been incorporated into the project to minimize all adverse environmental impacts. There are no feasible alternatives available which would substantially lessen any significant adverse impacts which the proposed development may have on the environment of the coastal zone. The proposed amendment was the subject of an Environmental Impact Report (EIR) under CEQA. The EIR associated with the plan amendment was subject to public review and hearing and was adopted by the Board of Port Commissioners on November 21, 1995. Therefore, as all significant environmental impacts have been mitigated to a level less than significant, the Commission finds that the proposed project is consistent with the requirements of CEQA.

(0453A)



SOURCE: The Butler Roach Group, Inc., 1995.

San Diego Convention Center Expansion  
 Port Master Plan Amendment  
 Project Location Map

**EXHIBIT NO. 1**  
 APPLICATION NO.  
 PMPA#21 Convention Center  
 Location Map

California Coastal Commission

San Diego Unified Port District  
Proposed Master Plan Amendment

San Diego Convention Center Expansion

Existing/Proposed Plan Text  
and  
Proposed Plan Graphics

May 25, 1995

(As Revised August 22, 1995)

As further revised in response to comments, November 9, 1995

Note: Text to be deleted shown ~~stricken~~ and text to be added shown underlined.

EXHIBIT NO. 2
APPLICATION NO.
PMPA #21 Convention Center
Proposed Amendment
California Coastal Commission

TABLE 4

## MASTER PLAN LAND AND WATER USE ALLOCATION

LAND USE	ACRES		WATER USE	ACRES		TOTAL ACRES		% OF TOTAL	
	Existing	Revised		Existing	Revised	Existing	Revised	Existing	Revised
<b>COMMERCIAL</b>	<del>349.7</del>	<u>362.7</u>		415.7		<del>703.4</del>	<u>778.4</u>	<del>16%</del>	<u>15%</u>
MARINE SALES AND SERVICES	28.2		MARINE SERVICES BERTHING	23.1					
AIRPORT RELATED COMMERCIAL	38.0								
COMMERCIAL FISHING	7.6		COMMERCIAL FISHING BERTHING	50.0					
COMMERCIAL RECREATION	<del>274.2</del>	<u>287.2</u>	RECREATIONAL BOAT BERTHING	332.3					
SPORTFISHING	3.7		SPORTFISHING BERTHING	10.3					
<b>INDUSTRIAL</b>	<del>1179.6</del>	<u>1167.7</u>		192.7		<del>1872.2</del>	<u>1360.4</u>		<u>26%</u>
AVIATION RELATED INDUSTRIAL	204.5								
INDUSTRIAL BUSINESS PARK	52.2								
MARINE RELATED INDUSTRIAL	<del>350.9</del>	<u>345.1</u>	SPECIALIZED BERTHING	141.1					
MARINE TERMINAL	149.6		TERMINAL BERTHING	51.6					
INTERNATIONAL AIRPORT	416.3								
<b>PUBLIC RECREATION</b>	253.9			278.1		532.0			<u>10%</u>
OPEN SPACE	19.1		OPEN BAY/WATER	278.1					
PARK	126.6								
GOLF COURSE	98.2								
PROMENADE	10.0								
<b>CONSERVATION</b>	394.7			1069.6		1464.3			<u>28%</u>
WETLANDS	304.9		ESTUARY	1069.6					
HABITAT REPLACEMENT	89.8								
<b>PUBLIC FACILITIES</b>	<del>329.7</del>	<u>222.5</u>		375.8		<del>609.5</del>	<u>599.3</u>		<u>11%</u>
HARBOR SERVICES	4.8		HARBOR MSTR /TRANSNT BERTH	7.0					
CITY PUMP STATION	0.4		BOAT NAVIGATION CORRIDOR	283.4					
FIRE STATION	0.4		SHIP NAVIGATION CORRIDOR	60.6					
STREET	<del>218.7</del>	<u>216.9</u>	SHIP ANCHORAGE	24.8					
<b>MILITARY</b>	25.9			125.6		151.5			<u>3%</u>
NAVY FLEET SCHOOL	25.9		NAVY SMALL CRAFT BERTHING	6.2					
			NAVY SHIP BERTHING	119.4					
<b>AREA UNDER STUDY</b>	0.0			402.8		402.8		<del>8%</del>	<u>7%</u>
<b>TOTAL LAND AREA</b>	<u>2427.4</u>		<b>TOTAL WATER AREA</b>	<u>2860.3</u>					
<b>MASTER PLAN LAND AND WATER ACREAGE TOTAL</b>							<u>5287.7</u>		<u>100%</u>

Planning Department	TABLE 4 MASTER PLAN LAND AND WATER USE ALLOCATIONS		Date 03/09/95	Master Plan	
			Dm WJB Chk		
			Base		
			No		

It may be necessary to locate in the coastal zone developments that may have significant adverse effects on coastal resources in order to insure that inland as well as coastal resources are preserved and that orderly economic development proceeds within the State.

The effective mechanism for producing improvements on Port tidelands is felt to lie in the expenditure of public money by the Port District on capital improvements for those fundamental improvements which are essential for balanced development of the tidelands, and which do not appeal to private investors. Direct Port District involvement will be of the type tending to stimulate the private sector into the inducement of private investments on tidelands in a manner that conforms to Port District plans.

### **Dredging, Filling and Shoreline Protection**

Bay and shoreline modifications have played and will continue to play a significant role in the utilization and maintenance of San Diego Bay. All of the State tidelands now under Port District trusteeship were at one time submerged lands. The State of California has laid claim to almost all of the submerged lands in the State and, as a matter of planning policy for Port District tidelands, has encouraged the development of these tidelands for the purposes of commerce, navigation, fisheries and recreation. The tidelands that exist today as land or navigable waters do so as a result of dredging and filling activities rather than as a result of a natural process.

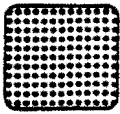
Tideland development takes place in an aquatic environment, subject to the rigors of ocean water, wind, wave and tidal action. Although San Diego Bay is offered a degree of protection from the ocean by land barriers, conditions within the bay caused by both weather and ship activity create needs for protective boat basins and shoreline erosion controls.

A comprehensive program for shoreline erosion protection and enhancement has been integrated into the Master Plan. The shoreline protection program's aims are to stabilize filled areas, maintain navigable channels and berthing areas, protect and reestablish wildlife habitat, protect coastal facilities and property values, retain and maximize the use of shoreline recreational areas, and enhance options for revenue producing activities. Modernization of storm drains may include incidental minor dredging and filling, which will avoid or mitigate any potential adverse effects. Dredging, filling and shoreline protection projects are discussed in the plan text and are specifically identified in the project list for each Planning District.

### **Planning Policies for Site Selection**

The short supply of developable waterfront sites and the increasing competitive demand has served to stimulate the development of evaluation techniques for assessing a potential user's need for a waterfront location. The determination

## Commercial Recreation



Land use demand forecasts have established a basis for anticipating continued demand for commercial recreational type facilities due to trends drawn from the convergence of numerous factors, of which the most significant are expendable income, paid holidays, leisure time, population, education, travel habits, and new modes of transportation. All of these are increasing while the average number of working hours is decreasing. It seems likely that activities associated with water based pursuits will continue to be among the most popular. The trends are almost certain to have considerable repercussions on the full range of leisure services. Tourism in the San Diego Bay region is a significant economic base activity, and at the national level it figures highly in maintaining the balance of payment.

Activities associated with commercial recreation contribute to the economic base of the region with full-time jobs, secondary employment for part-time help, and spin-off employment opportunities in construction, warehousing, trucking, custodial, and personal services. It is the intent of this Master Plan to create attractive destinations in carefully selected locations around the bay to serve the needs of recreationalists for lodging, food, transportation services, and entertainment. Site amenities are to be enhanced and over-commercialization is to be avoided by the balanced development of commercial and public recreational facilities.

Commercial recreation allocations on the Land and Water Use Map include approximately ~~256~~ 287 acres of land and about ~~360~~ 343 acres of water area, including sportfishing and recreational craft berthing. The Commercial Recreation category includes hotels, restaurants, convention center, recreational vehicle parks, specialty shopping, pleasure craft marinas, and sportfishing which are discussed or illustrated in the various District Plans.


Hotels and Restaurants located on San Diego Bay cater to markets involving leisure recreation, tourism, business travel and specialized conference facilities accommodating conventions, training, seminars and meetings. Of growing importance are the attractions or amenities of the restaurant, which caters to the varied age groups dining for pleasure, and the hotel as a provider of more than just rooms.

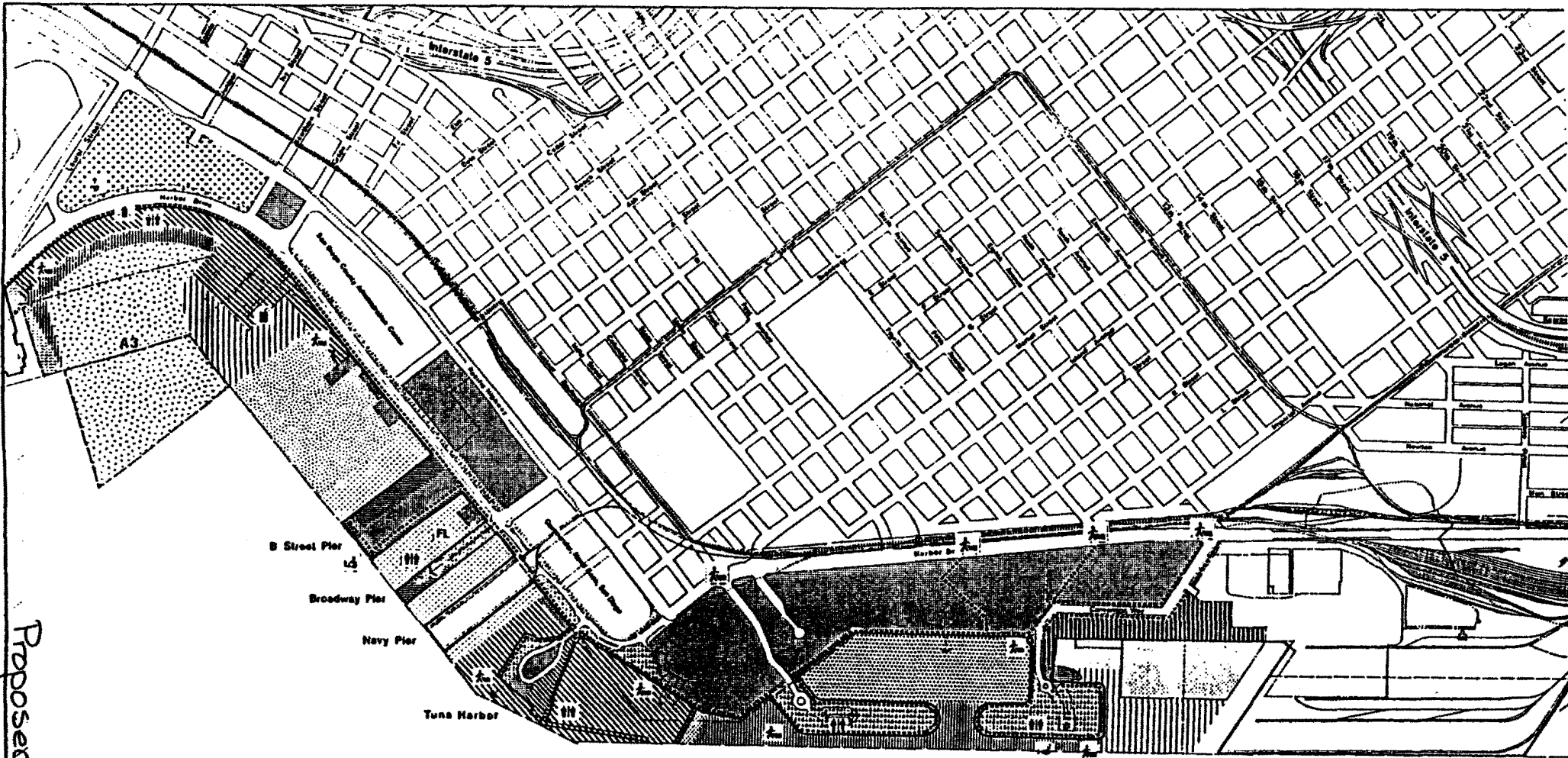
Hotels constitute a significant part of the local recreation industry and, as generators of ancillary business such as restaurants and specialty shops, have an important influence on land use. Uses typically associated with hotels, frequently in the same building or on the same site, include lodging; coffee shop; cocktail lounge and restaurant; specialty shops for gifts, sundries, cigarettes, candy, liquor, clothing and sporting goods; tourist information and travel services; auto service station;

TABLE 10

CENTER CITY EMBARCADERO: PLANNING DISTRICT 3

LAND			WATER			TOTAL			
USE	ACRES		USE	ACRES		ACRES		% OF TOTAL	
	Existing	Revised		Existing	Revised	Existing	Revised	Existing	Revised
<b>COMMERCIAL</b>	<del>92.0</del>	105.8		65.3	<del>158.1</del>	171.1	<del>36%</del>	39%	
COMMERCIAL FISHING	4.7		COMMERCIAL FISHING BERTHING	44.3					
COMMERCIAL RECREATION	<del>88.1</del>	101.1	RECREATIONAL BOAT BERTHING	21.0					
<b>INDUSTRIAL</b>	<del>59.9</del>	42.1		38.1	<del>32.0</del>	80.2	<del>21%</del>	19%	
AVIATION RELATED INDUSTRIAL	22.3								
MARINE RELATED INDUSTRIAL	<del>24.7</del>	12.9	SPECIALIZED BERTHING	15.5					
MARINE TERMINAL	6.9		TERMINAL BERTHING	22.6					
<b>PUBLIC RECREATION</b>	40.4			4.7		45.1		10%	
OPEN SPACE	0.5		OPEN BAY/WATER	4.7					
PARK/PLAZA	35.2								
PROMENADE	4.7								
<b>PUBLIC FACILITIES</b>	<del>46.4</del>	45.2		92.8	<del>109.2</del>	138.0		32%	
STREET	<del>46.4</del>	45.2	BOAT NAVIGATION CORRIDOR	43.2					
			SHIP NAVIGATION CORRIDOR	24.8					
			SHIP ANCHORAGE	24.8					
<b>TOTAL LAND AREA</b>	<b>233.5</b>		<b>TOTAL WATER AREA</b>	<b>200.9</b>					
<b>PRECISE PLAN LAND AND WATER ACREAGE TOTAL</b>						<b>434.4</b>	<b>100%</b>		

Planning Department	TABLE 10	Date 05/02/94	Master Plan	
	PRECISE PLAN	Drn WJB Chk		
	LAND AND WATER USE ALLOCATION	Base		
		No		



Proposed Graphics

Land		Water		PUBLIC RECREATION		PUBLIC FACILITIES	
Commercial Fishing	Commercial Fishing Berthing	Park / Plaza	Open Bay	Comfort Station	Boat Navigation Corridor	Coastal Zone Boundary	Mean High Tide Line
Commercial Recreation	Recreation Boat Berthing	Promenade	Public Fishing Pier	Customs	Ship Navigation Corridor	US Pierhead Line	US Bulkhead Line
<b>INDUSTRIAL</b>		Open Space	Public Access	Anchorage Landing	Ship Anchorage	Combined US Pierhead/Bulkhead Line	Lease Line
Marine Terminal	Terminal Berthing	Vista Area	Historic Feature	Ferry Landing	Boat Anchorage	State Lands Leased to Port District	
Marine Related	Specialized Berthing						
Aviation Related							

10th Avenue Marine Terminal

Scale: 1" = 200'

planning department

**Planning District 3**  
**CENTRE CITY EMBARCADERO**

Figure 4  
**PRECISE PLAN**

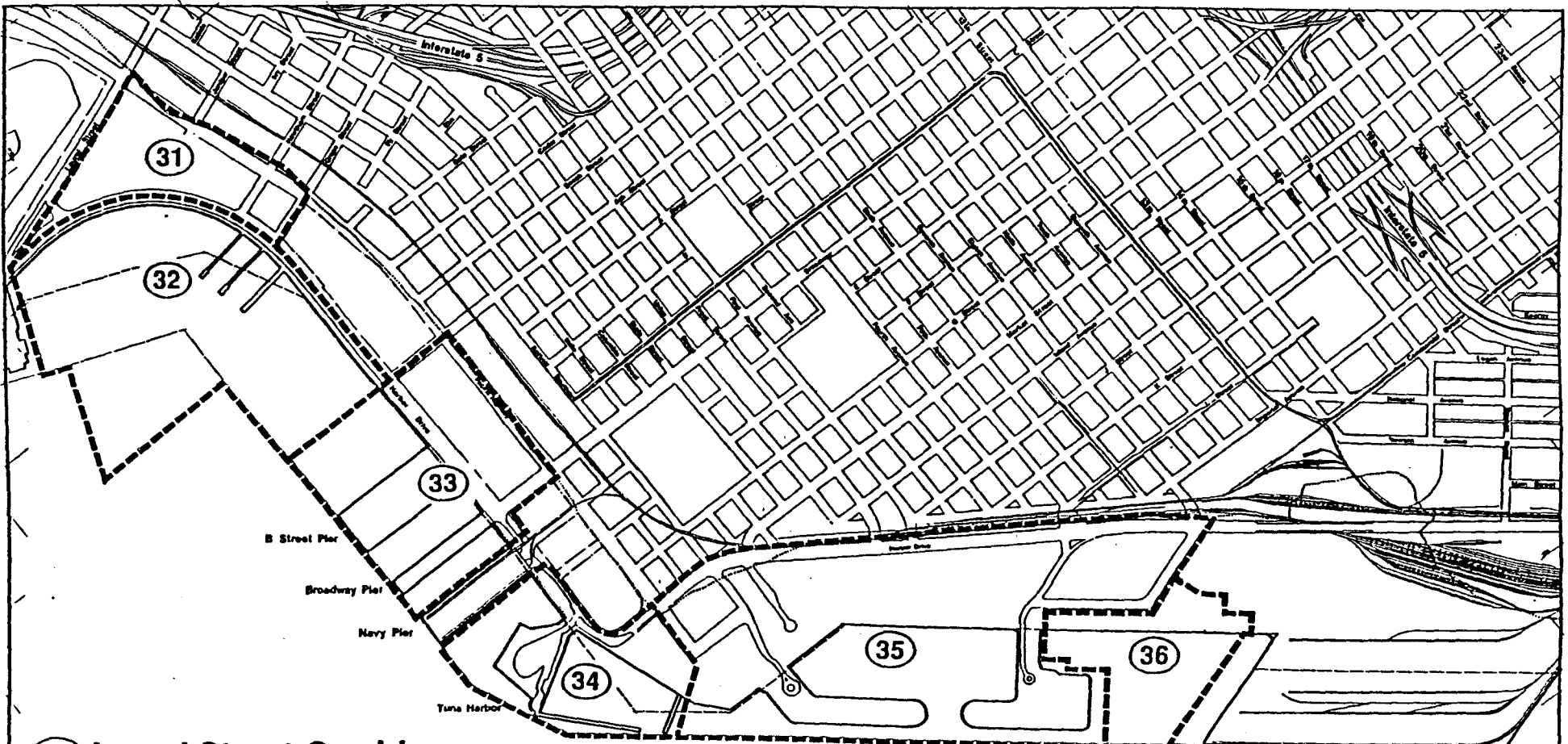
San Diego  
Coronado

11/23/95	11/26/95	
11/23/95	11/26/95	
11/23/95	11/26/95	
11/23/95	11/26/95	

Master Plan



REV. 05/25/95 (As Revised November 9, 1995)  
 SDCCX P.M.P.A.  
 - 84a -



- ③① Laurel Street Corridor
- ③② Crescent Zone
- ③③ Civic Zone
- ③④ Tuna Harbor
- ③⑤ Marina Zone
- ③⑥ Bayfront Industries

————— Mean High Tides Line  
 ————— US Pierhead Line  
 - - - - - US Bulkhead Line  
 - - - - - Combined US Pierhead/Bulkhead Line  
 - - - - - S.D.U.P.D. Limits  
 - - - - - Trolley Line

Proposed Graphic

Scale approx. Planning Department

Planning District 3  
 CENTRE CITY EMBARCADERO

# Planning Subareas

Figure 12

Date: 5/24/95  
 By: [Signature]  
 Title: [Title]  
 Project: [Project Name]

Master Plan

The waterfront between the fuel docks and Anthony's Restaurant will continue to be used as a tie-up and net mending area for tuna seiners. This activity is encouraged as part of the working port identity. Commercial fishing berthing has been allocated to the Crescent water interface (18.6 acres); 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.

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. ~~A number of sunken vessels and other debris must be removed prior to full utilization of the area.~~ Onshore, a public rest room, three dinghy floats and connecting shore ramps provide for the landing needs of the anchorage user. ~~Once established a~~ As a federally designated anchorage, the boundaries are ~~to be~~ shown on coastal charts and identified on site by boundary markers. Administration of the anchorage is ~~to be~~ 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 Center City attracts large numbers of people and the future development of both areas is being carefully integrated by mutual planning.

Significant redevelopment is recommended for the Civic Zone. The landscaped promenade mentioned in the Crescent Zone will be continued along Harbor Drive through the Civic Zone. Harbor Drive will be restricted to traffic accessing the abutting properties by narrowing to two lanes. Parking areas along the street will be interspersed with landscaping, vertical elements used to frame and enhance views, and lawn areas.

The promenades expand into plazas at 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.

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. 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. ~~Interfacing of activities with the City of San Diego's proposed convention center in the Columbia redevelopment area, located to the east of Pacific Highway, has potential for development enhancement.~~

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 shopping bazaar, and foods and services reflecting the maritime character of the Embarcadero and which will be compatible with occasional cruise ship berthing. The shipping sheds on the north side will continue, with both sides of the pier accommodating ship berthing. Cruise ships will be encouraged to tie up at both the B Street and Broadway Piers. Ultimately, the shopping bazaar could be expanded into the north shed 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 on the pier; however, loading, off-loading, and storage capabilities for general cargo will be retained as needed.

Broadway Pier will continue to provide recreational space on its plaza and viewing platform, as well as accommodate commercial shipping and miscellaneous vessel berthing. The harbor excursion water lease north of Broadway Pier will also remain as part of the recreational experience along the waterfront.

#### Fish Tuna Harbor

This subarea consists of the ~~G Street Mole~~ Tuna Harbor, the harbor formed by its pier, the Harbor Seafood Mart, and adjacent areas.

~~G Street Mole~~ Tuna Harbor and the shoreline area between it and Navy Pier are planned for renovation to provide space for commercial fishing and commercial recreation activities. The plan concept is to create a physical and visual linkage along Harbor Drive by tying together Broadway Pier and the Harbor Seafood Mart with ~~G Street Mole~~ Tuna Harbor. ~~The old fleet landing buildings are to be renovated and a pedestrian footbridge built between them and~~

~~the mole, to provide linkage to parking and support facilities. 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, and the Embarcadero pedestrian path will loop through what is now an the area remote from the mainstream of pedestrians.~~

A substantial portion of the ~~C Street Mole~~ Tuna Harbor is scheduled to be 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 ~~will be~~ has been renovated by stabilizing the existing concrete slab ~~well wall with rock revetment and by constructing a 300-foot long concrete marginal wharf having timber pile fenders and steel access ladders.~~ The south face of the mole ~~will be~~ has been renovated by ~~removing the existing buildings, underground fuel tanks, wharf, seawall, and remains of the old Spreckels pier above the pile caps. R with rock revetment will be used for shore protection, and f Floating docks will provide 50- and 60-foot berths for commercial fishing boats. Low level lighting is to be provided for the berths. Landside support services, auto parking, and truck access are included. At the ultimate stage, a~~ Approximately 100 commercial fishing berths will be are provided alongside the floating docks.

To shelter Fish Tuna Harbor from the south, a concrete breakwater pier approximately 400 feet long ~~will be~~ has been built from the land lying between the Harbor Seafood Mart and Seaport Village. It ~~will~~ provides additional berthing for tuna seiners and large market fishing boats, and allows public access to the water.

The Harbor Seafood Mart will continue to provide restaurants and specialty shopping opportunities as well as process fresh fish for local market. Its plaza is a pleasant rest area and viewing place along the Embarcadero promenade.

### 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. ~~Three Major projects, including the 22-acre Embarcadero Marina Park; the restaurant and specialty retail center of Seaport Village; a regional convention center, and the first phase of a convention hotels and marina, have started the transformation of this waterfront area into an attractive recreational resource. The plan concept calls for an expansion of the regional convention center, partially depressing a new parking lot entrance from Harbor Drive, another hotel of about 800-1200 rooms, appropriate parking structures, and the redevelopment of the vacated police station site for specialty retail shopping will complete it.~~ 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 be a lively activity center for residents and visitors alike.

At completion, The regional convention center is supported by major hotel complexes; a convention hotel and marina will that contains twin 25-story towers accommodating 1400 hotel rooms. Ancillary hotel services and facilities include shops, dinner restaurants, meeting and banquet rooms, court game areas, automobile parking, and a 450-slip marina; and A site at the corner of Harbor Drive and Kettner Boulevard has been set aside for another hotel of 800-1200 1,000 rooms. Ancillary uses in this area will include banquet, meeting, restaurant, hotel guest-oriented retail space, court game areas, and automobile parking. Bayward of the hotels, a continuous pedestrian promenade links the two Embarcadero Marina Park peninsulas together and assures public access along the shoreline. Pedestrian linkage to the uplands is proposed around and over the convention center. North of the complex, an access walkway currently exists between the Marriott Hotel and the convention center. The center expansion proposal includes another public access connection with a minimum of 20 feet over the convention center connecting Fifth Avenue with the shoreline walkway. At the intersection of Fifth Eighth Avenue and Harbor Drive, the promenade connects with the adjacent Gaslamp Quarter pedestrian and trolley facilities from an extension on the south end of the convention center expansion and along both sides of 8th Ave. and Convention Way. The District, in conjunction with the City of San Diego, will implement a public access program of signage, pavement markings, amenities and public information to inform and invite the public to the waterfront, as is more specifically shown in the District's "Public Access Program", November, 1995, which is incorporated by reference into the master plan.

Seaport Village, a 100,000 square feet specialty retail and restaurant complex, was constructed in 1979. An expanded specialty retail center is proposed on the former City police headquarters site. This project includes the relocation of Pacific Highway and Harbor Drive, as well as the vacation of a five foot strip along Kettner Boulevard. These street modifications are in accord with street right-of-way abandonment and dedication agreements between the City of San Diego and the Port District. The vacated street area is redeveloped in compliance with the adjacent land use designation which is commercial recreation. Additional automobile parking for specialty retail and hotel uses is planned in structures in the vicinity of Kettner Boulevard and Harbor Drive.

An 11-acre site, fronting onto Harbor Drive and Fifth Avenue, 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 plan concept proposes an extension of the convention center onto 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. The USO is to be relocated. Fifth Avenue, an undedicated street, was closed as part of the development of the original center. Harbor Drive is proposed to be 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 will add

approximately one million gross feet of floor area to the convention center. The convention center operator will be 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.

Rev. 05/25/95 (As Revised November 9, 1995)  
SDCCX P.M.P.A.

# Project List

Identification of appealable projects is provided in the following table:

**TABLE 11: Project List: CENTER CITY/EMBARCADERO: PLANNING DISTRICT 3**

CENTER CITY/EMBARCADERO: PLANNING DISTRICT 3		SUBAREA	DEVELOPER	APPEALABLE	FISCAL YEAR
1.	INDUSTRIAL SITE RENOVATION: Renovate structures; landscape	31	T	N	1993-94
2.	HARBOR DRIVE, ASH TO BROADWAY: Reduce traffic lanes; install landscaping, irrigation; develop promenade, bike path	33	P	N	1996-97
3.	HOTEL COMPLEX, B STREET: Remove incompatible buildings; construct hotel, restaurant, coffee shop	33	T	Y	1994-95
4.	LANE FIELD COMPLEX: Demolish existing buildings; construct facilities and open spaces; landscape	33	T	N	1993-94
5.	B STREET PIER: Modify existing superstructure to accommodate cruise ship berthing and clearance activity; provide for shops, food, service, lighting and pedestrian amenities; reconstruct apron wharf	33	P	N	1992-93
6.	TUNA HARBOR: Renovate parking; construct marine displays and maritime plaza	34	P	Y	1995-96
7.	SPECIALTY SHOPPING COMPLEX: Renovate or reconstruct buildings after relocation of City Police Station; landscape; parking; ancillary structures, including parking structure and street relocation	35	T	Y	1992-93
8.	CONVENTION CENTER PHASE II: Construct regional center, <del>landscaping and parking spaces</del> infrastructure, not including groundwater treatment, and landscape improvements; Parking Management Plan and Monitoring Program; public access program	35	T	N	1996-98
9.	<u>HARBOR DRIVE, Convention Center: Subgrade alignment</u>	<u>35</u>	<u>T</u>	<u>N</u>	<u>1996-98</u>
10.	<u>HARBOR DRIVE AND EIGHTH AVENUE INTERSECTION: Construct intersection for cross traffic and turning movements</u>	<u>35</u>	<u>P</u>	<u>N</u>	<u>1996-98</u>
11.	<u>STORM DRAIN AND SEWER LINE: Relocation and new construction</u>	<u>36</u>	<u>T</u>	<u>N</u>	<u>1996-98</u>
	P - Port District T - Tenant  N - No Y - Yes				

[End of plan amendment.]

**RECEIVED**

NOV 13 1995

Susan Lew, Chair  
Board of Port Commissioners  
San Diego Unified Port District  
P.O.Box 488  
San Diego, CA 92112

November 6, 1995 CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Executive Director  
California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, Ca 94105

**RECEIVED**  
NOV 09 1995

District Director  
San Diego Coast Area  
3111 Camino Del Rio South, Suite 200  
San Diego, CA 92108

CALIFORNIA  
COASTAL COMMISSION

RE: SAN DIEGO CONVENTION CENTER EXPANSION AND PORT MASTER  
PLAN AMENDMENT EIR

Thank you for the opportunity to comment on the Port District's "Second Revised Recirculated Draft EIR" for the San Diego Convention Center Expansion project and Port Master Plan Amendment. Please enter these comments into the record for the project.

**PIECEMEALING**


During the past two years, the Port has proposed and/or approved six (6) different Port Master Plan Amendments!

1. CHULA VISTA NAUTICAL CENTER : The Port prepared a costly planning study and two EIR's for this project and Plan Amendment. The Plan Amendment proposes to change about two acres of Marine Industrial land in Chula Vista to Park-Nautical Center uses. See Atch. 1.

2. NATIONAL CITY MARINA: The Port prepared an EIR to change about twenty (20) acres of Commercial Recreation and Public Park lands in National City to Marina uses. See Atch. 2.

3. IMMEDIATE ACTION PLAN-LINDBERGH FIELD FACILITY IMPROVEMENTS: The Port prepared an EIR, an EIS, and a Negative Declaration to make building improvements and to Amend the Port Master Plan to change Open Space and Public Park lands into airport roadways. See Atch 3.

4. SAN DIEGO CONVENTION CENTER EXPANSION: The subject of this EIR. The Port proposes to change twelve (12) acres of Marine Industrial lands on San Diego's industrial waterfront, immediately adjacent to the deep draft ship channel, to Commercial Recreation uses. See Atch. 4.

EXHIBIT NO. 3
APPLICATION NO.
PMPA # 21 Convention Center Expan.
Letters of Opposition
 California Coastal Commission



5. A-9 ANCHORAGE: During the preparation of this EIR, the Port prepared, processed, and adopted a Negative Declaration for the A-9 Anchorage Port Master Plan Amendment in San Diego. This Plan Amendment proposes to change about ten (10) acres of Boat Navigation Corridor lands to Anchorage uses. See Atch.5.

6. CHULA VISTA AMPHITHEATER: On August 8, 1995, Port Attorney Hicks issued a Notice of Preparation of an EIR for a Port Master Plan Amendment to change seventy one acres of land in Chula Vista from Marine and Aircraft Industrial to Commercial Recreation for a bayfront amphitheater. This use has no coastal-dependent nexus. See Atch. 6.

7. GENERAL DYNAMICS: General Dynamics is now proposing to tear down its buildings on about one hundred (100) acres of land adjacent to Lindbergh Field in San Diego. This land will then be available for reuse, most logically for airport expansion. This will require another Port Plan Amendment.

The Convention Center Expansion EIR evaluates only the effects of the Convention Center Expansion and immediately adjacent future projects on land use and coastal resources. The EIR provides no analysis of the cumulative effects of the proposed change of an additional 12 acres of coastal dependent, marine industrial waterfront land, adjacent to a deep draft ship channel, to Commercial Recreation, in conjunction with the above six currently proposed Port Plan Amendments.

Each of the above major land use changes have been processed separately by the Port through the CEQA and Coastal Commission certification processes. This is clearly "piecemealing" both the CEQA and Port Plan Amendment Coastal Act consistency processes.

The above six Port Plan Amendments must all be approved and certified by the California Coastal Commission. There exists no speculation regarding the Port's Plan Amendment pursuits. The Coastal Commission, in considering the Port's Plan Amendment impacts on natural and coastal resources, must consider all six Port-approved Plan Amendments as the "whole of the action."Reference: PRC Section 21065 and State CEQA Guidelines, Section 13578.

These six Port-approved Port Master Plan Amendments are "reasonably foreseeable future projects" with respect to the Port and the Coastal Commission's approval actions on the proposed Convention Center Expansion Plan Amendment. The California Supreme Court has ruled that EIRs must analyze reasonably foreseeable activities (Laurel Heights Improvement Association v. Regents of the University of California, 88C.D.O.S. 8292). Related rulings include Whitman v. Board of Supervisors, 88 Cal. App. 3d397 and San Franciscans for Reasonable Growth v. City and County of San Francisco, 151 Cal. App. 3d61.

Based on the above, it can be seen with certainty that the Convention Center Expansion and Port Plan Amendment EIR has been improperly prepared under Public Resources Code Section 21065 and Guidelines Section 13578. The EIR does not evaluate the "whole of the action," ie: six now-proposed Port Plan Amendments, nor does it evaluate the cumulative impacts to natural and coastal resources resulting from those projects.

To remedy the Port's piecemealing of the CEQA and California Coastal Act consistency processes, The California Coastal Commission should assume Lead Agency status under State CEQA Guidelines Section 15265(b) and require the preparation, by the Port as Applicant, of an adequate EIR for the Coastal Commission's approval action. The cumulative environmental impacts of the Port's Plan Amendment actions on natural and coastal resources must be evaluated and considered by the Coastal Commission! That is why we passed the California Coastal Act. This EIR does not provide adequate cumulative impact assessment of the Port's Plan Amendment actions; these impact assessments have been purposefully "piecemealed" by the Port in six different, separate CEQA compliance documents.

#### COASTAL ACT COMPATIBILITY

The California Coastal Act, PRC Section 30708(c), requires all port-related developments to be located, designed, and constructed so as to "give highest priority to the use of existing land space within harbors for port purposes, including, but not limited to navigational facilities, shipping industries, and necessary support and access facilities."

The Port's proposed action consists of taking twelve acres of marine industrial land, located adjacent to the deep draft ship channel, and converting it to convention center use. A convention center can be built anywhere, it is absolutely not coastal-dependent. Also, the existing Convention Center could be expanded on a non-contiguous site, outside of the coastal zone, and linked to the existing Center via telecommunications.

The EIR indicates that the Convention Center Expansion, along with the proposed adjacent Campbell Shipyard redevelopment, will eliminate all Marine Industrial lands from this part of the harbor. The adjacent deep draft channel, a valuable coastal resource, will be rendered useless. All marine industrial uses will be forced into mid and deep south bay, necessitating extensive and expensive new channel dredging, or maintenance dredging. This dredging further into mid and south bay will result in significant new impacts to the bay's natural resources. This is incompatible with Coastal Act, Section 30708(a).

The Port also proposes to almost completely eliminate the marine and aviation industrial lands in Chula Vista. About 71 acres are proposed to be taken for an amphitheater.

Coastal Act consistency issues and determinations cannot be "piecemealed." The Coastal Commission must consider that the Port is proposing to eliminate all the marine industrial lands in San Diego Planning District 3, and almost all industrial lands in Chula Vista Planning District 7 as the "whole of the action." The elimination of almost 80 acres of industrial lands for coastal dependent uses, and the redesignation of these lands for non-coastal dependent uses is not consistent with PRC Section 30708(c).

## JOBS

Port Commission Chairwoman Susan Lew has continuously stressed the importance of developing maritime industry and commerce at the Port. Commissioner David Malcolm has recently stated that "the number 1 problem in the United States was the quality of jobs and the direction in which pay is going...we need to focus on high paying jobs." Reference: Chula Vista Star News, October 11, 1995. Port Executive Director Lawrence Killeen has stated that "To date, the majority of jobs created by the Port District are in the hospitality and retail trades. These are mostly lower paying positions, especially when compared to the high salaries made by longshoremen and teamsters... Right now, the maritime position of San Diego is very poor. I know we have to do something about it." San Diego Business Journal, 10/16/95.

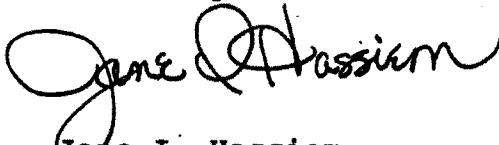
The Convention Center Expansion and Port Plan Amendment proposes to replace high paying marine industrial land uses with low paying hospitality uses. This is in direct conflict with the stated goals of the Board of Port Commissioners and the Port's Executive Director.

Also, the conversion of about 70 acres of industrial lands in Chula Vista for an amphitheater will further decrease the Port's supply of industrial, high-paying job, land availability.

The Port Commission should seriously consider the socio-economic impacts of these proposed Port Plan Amendments. The California Coastal Commission must consider these impacts to coastal resources. Extremely valuable marine related industrial properties, capable of providing high-paying jobs, will be replaced with non-coastal dependent "hospitality" land uses as a result to the Port's proposed Plan Amendment actions.

Thank you for the opportunity to comment.

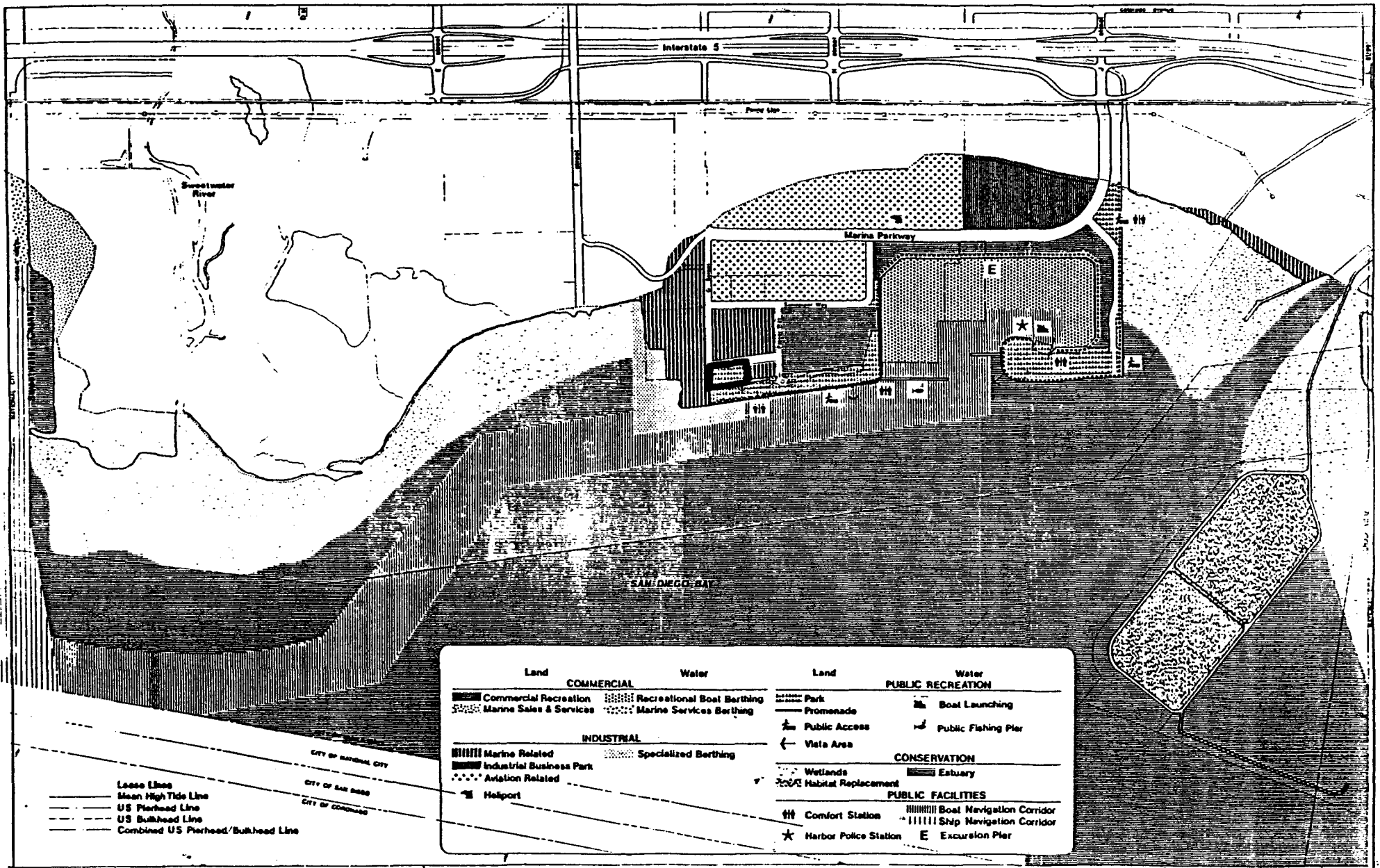
Sincerely,



Jane I. Hassiem  
Save Our Bay Committee  
c/o Postmaster, Imperial Beach, CA 91932

cc: D.Lee	S. Golding	B.Bilbray	W.Claycomb
L.Hunter	T. Nadir	L.Killea	SD Union-Trib
Star News	SD Bus Jrnl	SD Grd Jry	Sierra Club

Attachments: 1-6 Port-Proposed Plan Amendments



Land	Water	Land	Water
<b>COMMERCIAL</b>		<b>PUBLIC RECREATION</b>	
Commercial Recreation	Recreational Boat Berthing	Park	Boat Launching
Marine Sales & Services	Marine Services Berthing	Promenade	Public Fishing Pier
		Public Access	
		Vista Area	
<b>INDUSTRIAL</b>		<b>CONSERVATION</b>	
Marine Related	Specialized Berthing	Wetlands	Estuary
Industrial Business Park		Habitat Replacement	
Aviation Related		<b>PUBLIC FACILITIES</b>	
Heliport		Comfort Station	Boat Navigation Corridor
		Harbor Police Station	Ship Navigation Corridor
			Excursion Pier

Lease Lines  
 Mean High Tide Line  
 US Pierhead Line  
 US Bulkhead Line  
 Combined US Pierhead/Bulkhead Line

CITY OF SAN DIEGO  
 CITY OF CHULA VISTA  
 CITY OF ESCODIDO

SCALE APPROX.  
  
 planning department

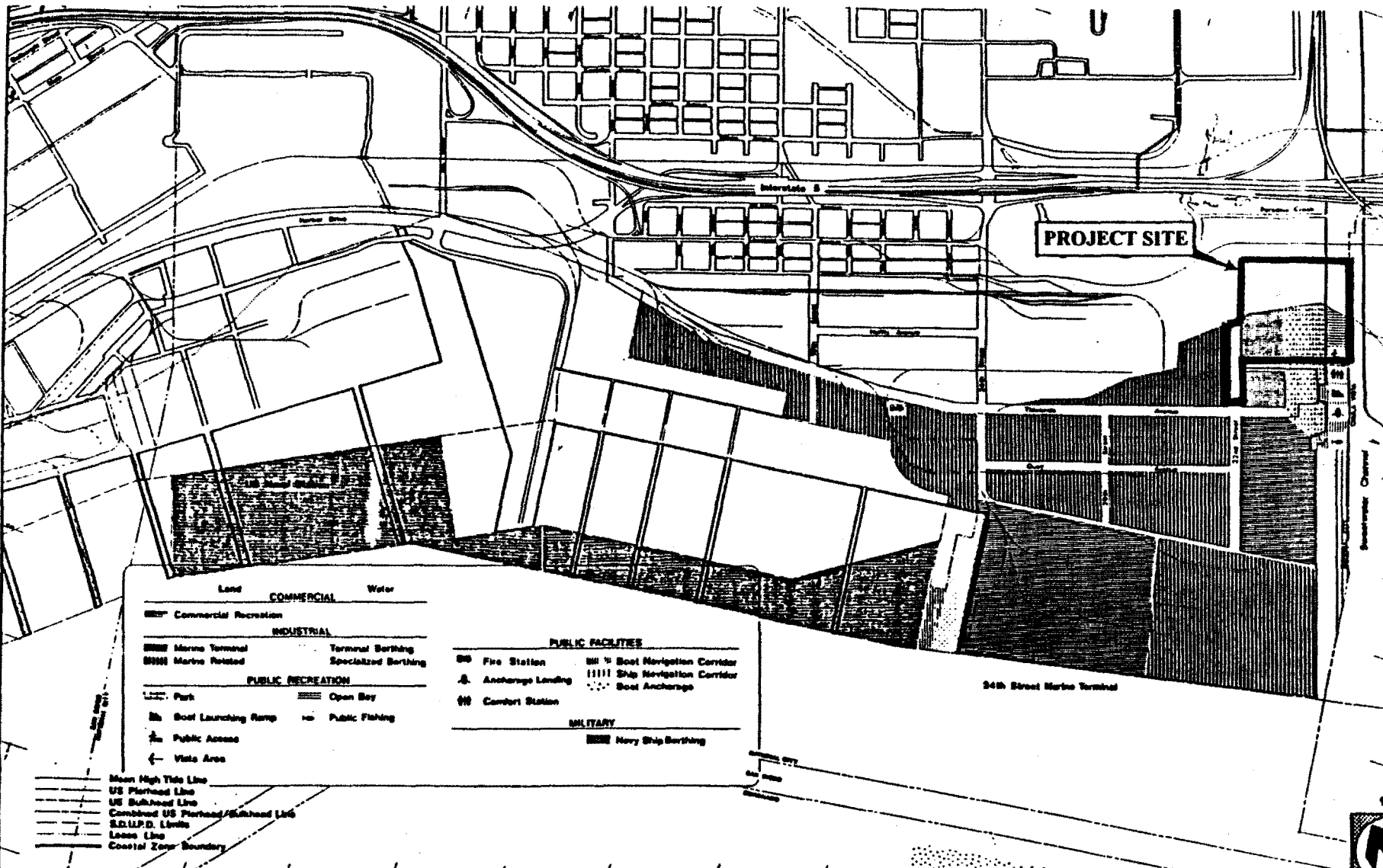
**Planning District 7**  
**CHULA VISTA BAYFRONT**

**PRECISE PLAN** Figure 19

**PRELIMINARY**

150/1/16  
 150/1/16  
 150/1/16





Source: SDUPD Master Plan 1993

2800 FEET 1400



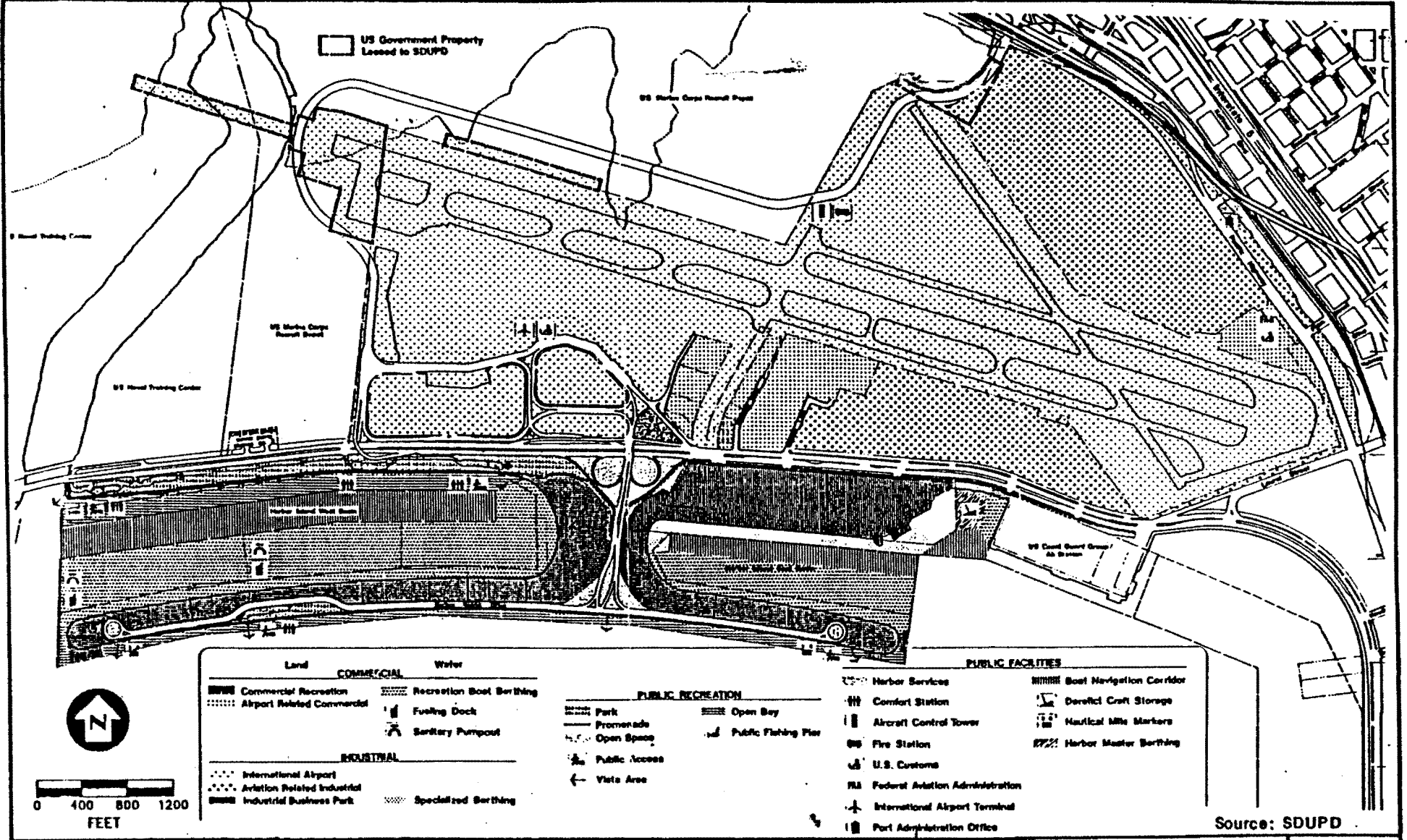
NATIONAL CITY MARINA PLAN AMENDMENT

**FIGURE 7**  
**San Diego Unified Port District**  
**Master Plan-**  
**National City Bayfront Precise Plan**



REC'D

2-11  
3

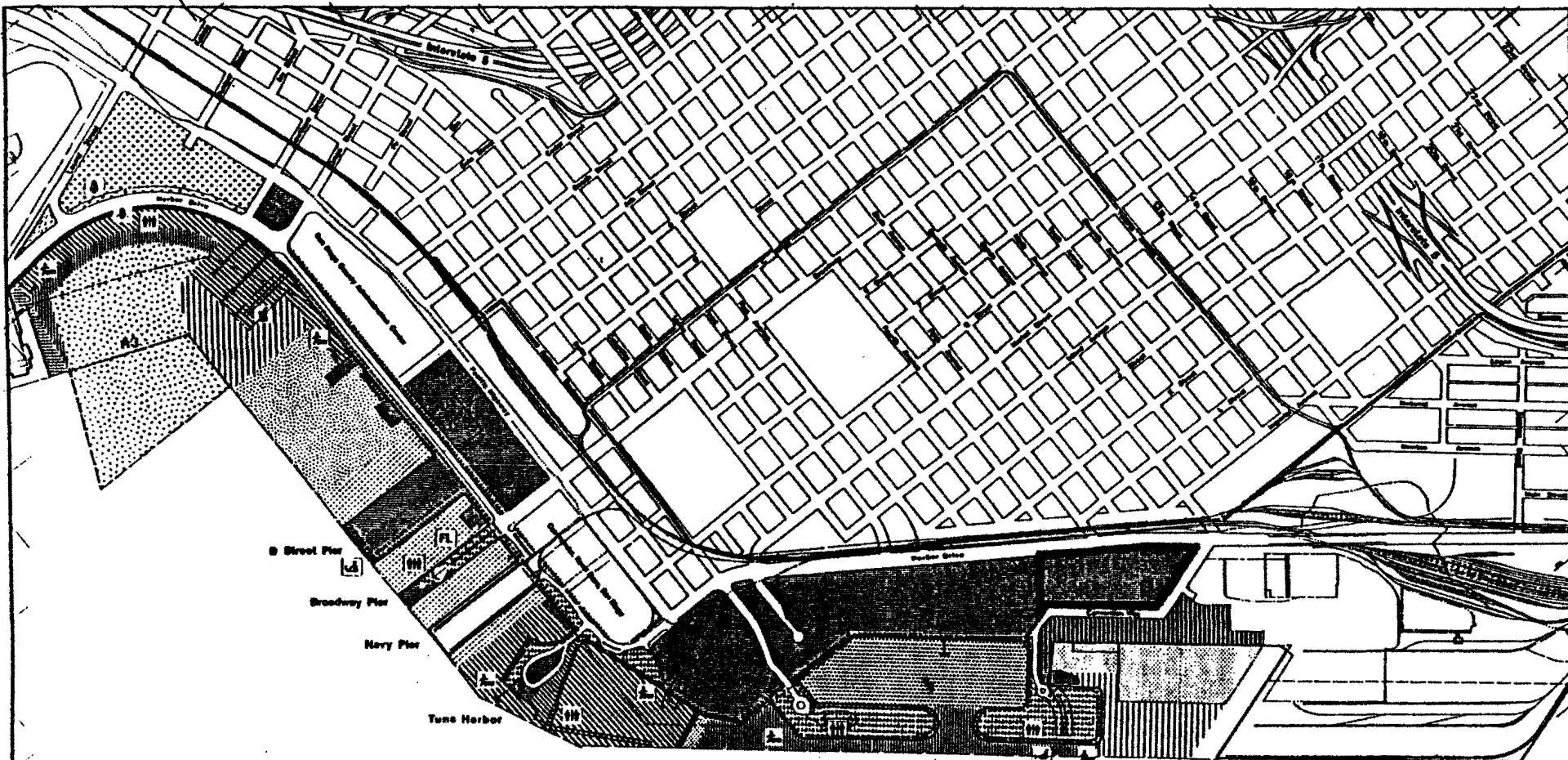


**ES**  
ENGINEERING-SCIENCE

**PLANNING DISTRICT 2 LINDBERGH FIELD/HARBOR ISLAND  
IAP PRECISE PLAN AMENDMENTS  
IMMEDIATE ACTION, PROGRAM  
SAN DIEGO UNIFIED PORT DISTRICT**

FIGURE  
**2.7**

# CONVENTION CENTER EXPANSION PLAN AMENDMENT



Land	Water		
Commercial Fishing	Commercial Fishing Berthing	<b>PUBLIC RECREATION</b>	<b>PUBLIC FACILITIES</b>
Commercial Recreation	Fuel Dock	Park/Plaza	Comfort Station
Marine Terminal	Recreation Boat Berthing	Promenade	Customs
Marine Related	Terminal Berthing	Open Space	Anchorage Landing
Aviation Related	Specialized Berthing	Public Access	Ferry Landing
		Vista Area	Boat Navigation Corridor
		Historic Feature	Ship Navigation Corridor
			Ship Anchorage
			Boat Anchorage
			Coastal Zone Boundary
			Mean High Tide Line
			US Pierhead Line
			US Bulkhead Line
			Combined US Pierhead/Bulkhead Line
			Lease Line
			State Lands Leased to Port District

10th Avenue Marine Terminal

Scale  
planning department

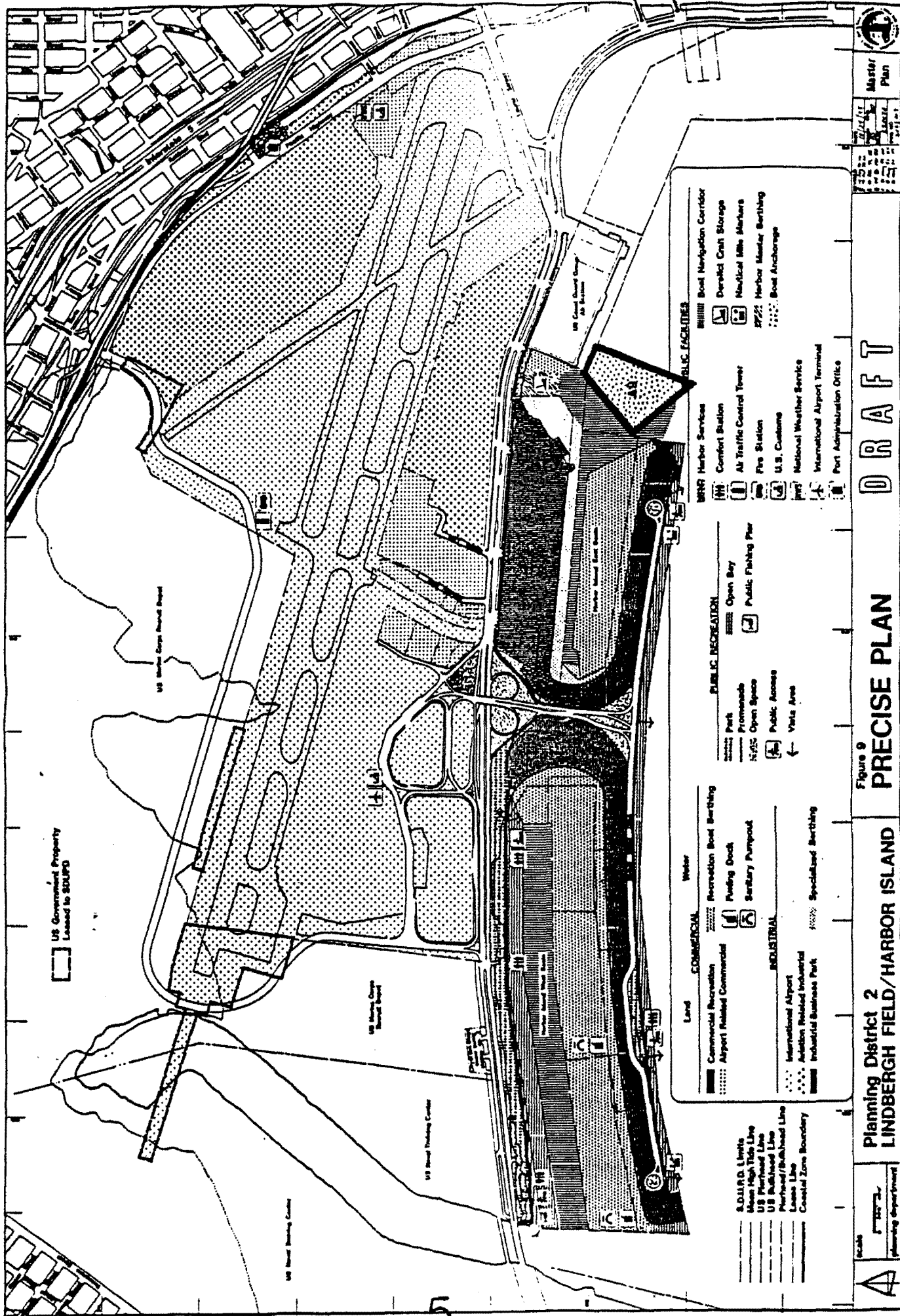
Planning District 3  
CENTRE CITY EMBARCADERO

Figure 11  
PRECISE PLAN

DRAFT

PORT DISTRICT  
MARINE PLAN  
DIVISION





US Government Property  
Leased to SCLUPD

US Marine Corps Recruit Depot

US Marine Corps  
Training Center

US Coast Guard  
Air Station

- LAND USE**
- Commercial Recreation
  - Airport Related Commercial
  - Industrial
  - International Airport
  - Aviation Related Industrial
  - Industrial Business Park
  - Specialized Berthing
- WATER**
- Recreation Boat Berthing
  - Parking Dock
  - Seritary Pumpout
- PUBLIC RECREATION**
- Park
  - Promenade
  - Open Space
  - Public Access
  - Visa Area
  - Open Bay
  - Public Fishing Pier
- SUEC FACILITIES**
- Harbor Services
  - Comfort Station
  - Air Traffic Control Tower
  - Fire Station
  - U.S. Customs
  - National Weather Service
  - International Airport Terminal
  - Port Administration Office
  - Boat Navigation Corridor
  - Derelict Craft Storage
  - Nautical Mile Markers
  - Harbor Master Berthing
  - Boat Anchorage

Scale  
Planning Department  
REV. 05/04/95 A-9 Anchorage PMPA

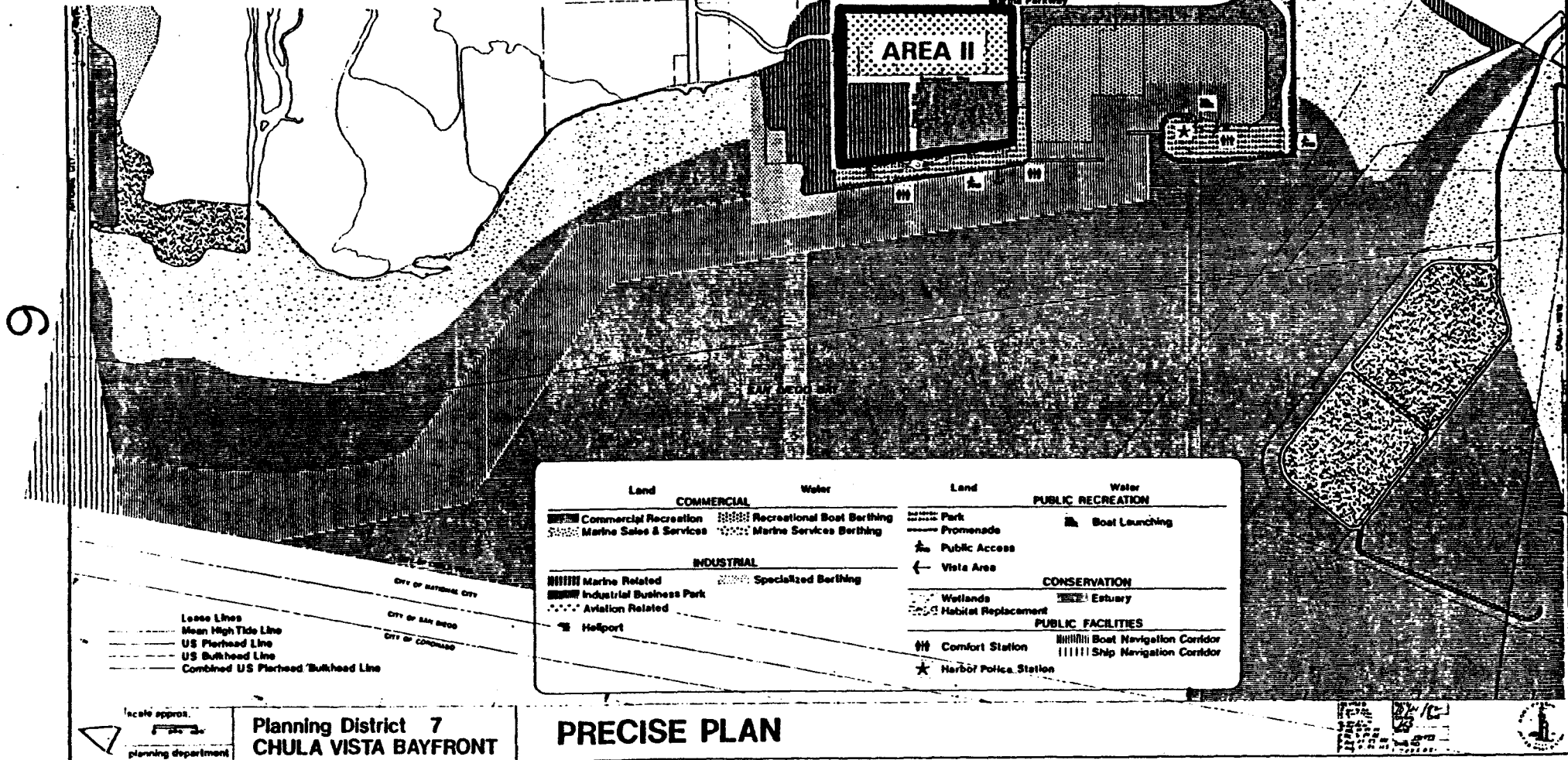
Figure 9  
**PRECISE PLAN**  
DRAFT

Planning District 2  
**LINDBERGH FIELD/HARBOR ISLAND**

A-9 ANCHORAGE PLAN AMENDMENT

**PROPOSED PORT MASTER PLAN AMENDMENT**

It is proposed to amend the text and graphics of the Port Master Plan, Planning District 7, CHULA VISTA BAYFRONT, to change the existing "Marine Related Industrial", "Aviation Related Industrial", "Industrial Business Park", and "Public Street" land use designations shown within Areas I and II above, to "Commercial Recreation" land use; to include "amphitheaters" as a compatible use with in the "Commercial Recreation" land use category, and to include the construction and operation of an amphitheater on the project site within the "Project List" for the Chula Vista Bayfront, Planning District 7.





P.O. Box 620  
La Jolla, CA 92038-0620

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AUG 15 1995

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

14 August 1995

Chairman Carl L. Williams and Commissioners  
California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219

**Subject: Commission Meeting in Eureka: San Diego Convention Center**

Dear Chairman Williams and Commissioners:

SEA first wants to thank you all for postponing the Torrey Pines Local Coastal Program land use plan amendment until it can be heard in the San Diego area (Commission motion, as amended, 12 July 1995).

The San Diego Convention Center expansion is a regional issue with even greater impact on the people of the San Diego area. At the request of the City of San Diego, the San Diego Port Commission has agreed to ask the Coastal Commission to rush the item through by scheduling it for a hearing in Eureka, about as far away from San Diego as you can get.

By postponing the hearing until October, in San Diego, you can give the people of this region a real chance to be heard on the Convention Center issue, and at the same time comply with the Legislature's finding that "...the public has a right to **fully** participate in decisions affecting coastal planning, conservation and development; that achievement of sound coastal conservation and development is **dependent upon public understanding and support**; and that the continuing planning and implementation of programs for coastal conservation and development should include the **widest opportunity for public participation.**" (Section 30006) (Emphasis added)

Holding the hearing in San Diego is particularly important because of widespread concerns already expressed on the draft EIR (Appendix E, "Comments Received and Responses and Other Supporting Documents"). The "responses" were in many cases not adequate, on issues critical to the coastal environment, dealing with cumulative impacts on public visual and physical access, drainage and water quality, traffic and parking and mitigation monitoring. Regarding mitigation monitoring and reporting, the City of San Diego wrote that "A Mitigation Monitor-

ing and Reporting Program (MMRP) was not attached to the draft EIR. Certification of the EIR and MMRP by the Port would compel the City to complete certain mitigation measures. Therefore, the City must review and comment on the MMRP prior to the Port's consideration of the EIR." The Port's "response" (#8): "The Mitigation Monitoring program will be reviewed by the City and considered by the Board, then incorporated into the Final EIR." The Legislature's intent would thus be thwarted because the public has not had an opportunity to review the mitigation monitoring and reporting program.


The draft EIR does not give adequate attention to cumulative impacts on water quality (from past, present and probable future projects), inasmuch as the Port has been cited by the Regional Water Quality Control Board for violation of its current Convention Center permit; and the draft EIR assumes (as did the current Convention Center project) that construction dewatering would present no problem, and that no post-construction dewatering would be necessary.

There are major unmitigated problems with public visual and physical coastal access associated with the proposed expansion, violating Section 30001.5(c), that a basic goal for the coastal zone is to "...Maximize public access to and along the coast...". Ditto the parking plan, which relies upon distant parking to serve the Center expansion.

These issues in particular (and there other significant ones) significantly affect the public's interest. They cannot be adequately addressed at a hearing held in far-away Eureka.

In keeping with the Legislature's Coastal Act policy, as well as Coastal Commission precedent on other significant issues, we request that you schedule the hearing on the San Diego Convention Center expansion in **San Diego**.

Sincerely

  
Carole Havlat  
President



# ENVIRONMENTAL HEALTH COALITION

1717 Kettner Boulevard, Suite 100 • San Diego, CA 92101 • (619) 235-0281 Fax (619) 232-3670

214-234-000

August 4, 1995

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AUG 07 1995

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

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UCSD School of Medicine

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Metropolitan Area Advisory  
Committee

Lyn Lacye  
Lacye & Associates

José LaMont Jones  
Compers Secondary School

Dan McKiman, Ph.D.  
UCSD School of Medicine

Mark Mandel  
Kashi Company

Reynaldo PISAÑO

Jay Powell

*Affiliations noted for identification  
purposes only*

**Executive Director**  
Diane Takvorian

## Mission Statement

Environmental Health Coalition is dedicated to the prevention and cleanup of toxic pollution threatening our health, our communities, and the environment. We promote environmental justice, monitor government and industry actions that cause pollution, educate communities about toxic hazards and toxics use reduction, and empower the public to join our cause.

Printed on recycled paper



Ms. Diana Lily  
California Coastal Commission

BY FAX

Dear Ms. Lily:

Environmental Health Coalition (EHC) would like to make the following requests of the California Coastal Commission (CCC). Comments substantiating our requests follow.

1. The CCC should schedule any hearing on the San Diego Convention Center Master Plan in San Diego.
2. The CCC should require that the all polluted dewatering discharges from the current convention center and all future construction dewatering discharges be disposed into the San Diego sewer. This significant, chronic environmental problem can be simply solved by:
  - a) requiring the City to take current polluted discharges into the sewer system until an adequate treatment system is on-line on either an interim or permanent basis.
  - b) Obtaining a commitment from the City to accept any future dewatering discharges associated with the expansion project and any depressing of Harbor Drive into the water table.
3. The site of the staging area must be determined prior to adoption of the Master Plan amendment and all residents of that area must be notified of the hearing adopting the EIR and the Master Plan Amendment.
4. An analysis of shipbuilding and repairs needs must be done based on the homeporting of three nuclear aircraft carriers in San Diego Bay and what the impact of the loss of Campbell Shipyard's deep water berthing will mean to this industry's anticipated needs.
5. The CCC should require permanent protection of sensitive South San Diego Bay natural resources as a mitigation for

what will be increased pressure to dredge South San Diego Bay which will occur as a result of the loss of deep water at Campbell Shipyard which will be induced by this Master Plan amendment.

## Supporting arguments

**1. The CCC should schedule any hearing on the San Diego Convention Center Master Plan in San Diego.**

EHC registers a strong protest that the hearing for this major decision affecting San Diegans is anticipated to occur in Eureka, CA. Major decisions affecting San Diego should be made in San Diego so that the public can meaningfully participate in the decision-making. We understand that the October meeting will be held in San Diego. We request that this decision be held until the October meeting so that enough time is given to address the significant issues facing the project and that the affected public can participate in the process.

**2. The CCC should require that the all polluted dewatering discharges from the current convention center and all future construction dewatering discharges be disposed into the San Diego sewer.**

Environmental Health Coalition has been working since 1987 to cleanup, restore, and protect San Diego Bay. One of our largest concerns has been to stop the dewatering discharges of polluted groundwater into San Diego Bay. The Convention Center Expansion EIR is deficient in that it does not determine exactly how contaminated soils will be disposed nor make adequate provisions to prevent polluted discharges from entering San Diego Bay.

**The Expansion effort should include necessary steps to bring the current Convention Center into compliance.**

The Coastal Commission should require that the current Convention Center be brought into compliance as part of the Convention Center Expansion

There are a couple contextual issues that need to be raised here.

**A. Convention Center has not yet met the conditions of its 1984 EIR.**

The Convention Center EIR was certified in August of 1984. The EIR committed to certain design features. it states:

"The underground structures will be designed to be impervious, using accepted construction techniques and building design standards.....This

building design (waterproofing and sufficient weight) should eliminate any need for permanent operations, although standby pumps will be provided to handle any unusual events." (page 5-43)

The EIR contains a number of mitigations which included:

"identification of necessary structural design features to control the effects of hydrostatic pressure on the completed structure under natural groundwater conditions and provide for sufficient "waterproofing" of the underground structure." (p 5-44 EIR Convention Center, August 1985).

To date, this has not been accomplished and the Convention Center has been discharging hundreds of thousands of gallons of groundwater of questionable quality into San Diego Bay every day.

In our comments on the Convention Center expansion DEIR, EHC requested that any additional environmental analysis, supplemental EIR, or official change to the original EIR that was ever executed be made available as part of this DEIR. None was forthcoming and the response to the request by the Port District in the responses you received on August 3, 1995 is completely inadequate and unsubstantiated.

We are concerned that this means that the Convention Center has been out of compliance with its certified Environmental Impact Report for upwards of 8 years. We request that any violations of a Coastal Development permit be noted in the EIR for the expansion.

EHC also requested the date that the Board of Port Commissioners was informed of this condition of the original EIR and the date that they took a formal action to change this requirement to allow permanent discharges to the Bay. We have received no such information from the Port District.

**B. The current Convention Center discharge has been in violation of its permit for over 2 years (25 months).**

To make matters worse for the Bay, for the last two years (25 months) these discharges have been discharged in violation of the Convention Center's NPDES permit. This expansion project should include steps to eliminate this discharge as promised in the original EIR. These discharges should be treated and discharged to the sewer system.

The promise in the Expansion DEIR that only construction dewatering will be done is not probable since the same claim was made and certified in the original EIR but was never implemented. The public must adopt the "once bitten, twice shy" code of operation in this case. Since the Port District has failed to keep its earlier word regarding Convention Center dewatering discharges there is no reason to believe that this new commitment will be kept. The soil under the site

expansion is seriously contaminated and the groundwater that will be drawn toward the dewatering pumps is also contaminated. Without a plan and commitment to put all of these discharges into the City sewer, this project will have significant and unmitigable impacts on the environment and should be denied.

This significant, chronic environmental problem can be simply solved by:

- a) requiring the City to take current polluted discharges into the sewer system until an adequate treatment system is on-line on either an interim or permanent basis.
- b) Obtaining a commitment from the City to accept any future dewatering discharges associated with the expansion project and any depressing of Harbor Drive into the water table.

**3. The site of the staging area be determined prior to adoption of the Master Plan amendment and all residents of that area be notified of the hearing.**

At the August 3, 1995 hearing, representatives from the City of San Diego testified that the City did not have a staging area for the Convention Center identified yet. Sites in National City to Barrio Logan were discussed. The site of the staging area must be determined prior to any vote on this project and those neighboring residents must be brought into this discussion and allowed to fully participate. Many residents in these two communities are not English speaking and may need special noticing. These areas are commonly the dumping ground for unwanted projects and it is critical that these communities be notified that their communities are under consideration for what sounds to be an undesirable off-shoot of the Convention Center expansion. If the presence of the staging area adds any negative environmental impacts such as further degradation of air quality, both of these communities should be stricken from consideration. Since the staging area could be operating for over two years, a full environmental assessment, including cumulative effects, must be done on the staging area, in its proposed location, prior to certification of the EIR.

**4. That an analysis of shipbuilding and repairs needs be done based on the homeporting of three nuclear aircraft carriers in San Diego Bay and what the impact of the loss of Campbell Shipyard's deep water berthing will mean to this industry's anticipated needs.**

In the packet of additional information provided to the CCC staff there is a July 6, 1995 letter from Mr. Howard Ruggles analyzing the data on ship and vessel repair. This analysis is necessarily flawed since the Navy fully intends to homeport three (see Naval documents attached) nuclear aircraft carriers at NASNI, not one that his analysis considers. This analysis needs to be redone to reflect the actual future of ship repair in San Diego Bay.




**5. Increased possible pressure to dredge South San Diego Bay which will occur as a result of this Master Plan amendment must be mitigated by permanently protecting sensitive South San Diego Bay natural resources.**

The cumulative effects analysis must also include the impacts of the loss of deep water berthing and the resulting future pressure to dredge sensitive areas of South San Diego Bay. To protect the South Bay from these pressures, the CCC should require that, as mitigation, the Port must create permanent protection of South San Diego Bay as a habitat conservation, recreation, and tourism area.

**Conclusion**

As written, the public cannot rely on the EIR to protect the environment or their interests. The EIR must include enforceable actions that will be taken to protect the Bay from the on-going pollution by dewatering discharges, a site for and an analysis of the proposed staging area, cumulative impacts analysis on the impacts of homeporting of three nuclear carriers in San Diego Bay, and necessary actions to protect south San Diego Bay from future dredging pressures.

Sincerely,

  
Laura Hunter, Director  
Clean Bay Campaign

attch.



DEPARTMENT OF THE NAVY  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
WASHINGTON, DC 20350-2000

IN REPLY REFER TO

MEMO N885B/4U03  
24 May 1994

~~CONFIDENTIAL~~ - Unclassified upon removal of enclosure (2)

MEMORANDUM FOR CHIEF OF NAVAL OPERATIONS

Via: (1) Deputy Chief of Naval Operations (Resources, Warfare Requirements and Assessments)  
(2) Vice Chief of Naval Operations A 6/6

Subj: AIRCRAFT CARRIER HOMEPORTING PLAN - ACTION MEMORANDUM

Encl: (1) CV/CVN Homeporting Plan  
(2) ~~CINCPACFLT msg 270721Z Apr 94 (U)~~ REMOVED RA 7/8

1. Current aircraft carrier homeporting plans are outdated as a result of several changes in the Navy's force structure. The requirement to revisit these plans is driven by BRAC 93 decisions, force structure reductions, a declining budget, revised nuclear carrier maintenance requirements, and the change in ratio of nuclear carriers to conventional carriers. A new proposal, enclosure (1), has been developed by fleet commanders and concurred upon by both aviation type commanders as well as NAVSEA and SEA 08.
2. The new carrier homeporting proposal considers facility upgrade timelines, deployment schedules, and ship maintenance requirements. Quality of life issues and minimizing the number of homeport changes are also included. On the East coast the possibility of homeporting nuclear carriers in Mayport is the only issue to yet be decided. With regards to West coast homeporting, BRAC 93 decisions require the two CVNs at Alameda to change homeports to San Diego and the Pacific Northwest.
  - a. East coast: Norfolk is the homeport for all the Atlantic carriers except for KENNEDY which will be homeported in Mayport after her extended overhaul in Philadelphia. Currently there is an ongoing environmental impact study in progress to determine Mayport's feasibility as a future CVN homeport. After this study is completed in 1995, homeporting decisions can be made.
  - b. West coast: CPF recommends homeporting LINCOLN at Everett in CY 96 and VINSON at Bremerton in CY 96 with STENNIS at North Island in CY 98 followed by NIMITZ in CY 01. ADM Kelly's only concern is a possible risk to the CVN milcon for North Island due to the first arrival of nuclear carrier in North Island in CY 98 vice CY 96 (enclosure (2)). KITTY HAWK will remain at North Island until her decommissioning in FY 03 and CONSTELLATION will be at North Island until she replaces INDEPENDENCE at Yokosuka in FY 98. Graphics depicting carrier homeport changes are at enclosure (1).

2 May 94

## CV/CVN HOMEPORTING PLAN

### BACKGROUND:

The current carrier homeporting plans are now outdated as a result of BRAC 93. This proposal takes into consideration facility upgrade timelines, deployment schedules, and ship's maintenance requirements. Quality of life issues and minimizing the number of homeport changes are also major considerations.

### COMNAVAIRPAC

- CV 62 Independence**                      **Yokosuka**  
Returns from deployment Jun 98. Decoms in FY 98.  
Relief will be Constellation in FY 98.  
Homeport change to North Island TBD FY 98.
- CV 63 Kitty Hawk**                      **North Island**  
Returns from deployment Mar 97  
Long Beach for drydocking portion of COH (Mar - Jun97).  
Return to North Island to complete COH.
- CV 64 Constellation**                      **North Island/Yokosuka**  
Returns from deployment Nov 97.  
Homeport change to Yokosuka to relieve Independence.
- CVN 68 Nimitz**                      **Bremerton/Newport News/North Island**  
Homeport change to Newport News FY 98 for RCOH (Mar 98-Mar 01)  
Homeport change to North Island FY 01 following RCOH.
- CVN 70 Vinson**                      **Alameda/Bremerton**  
Returns from deployment Oct 96.  
Homeport change to Bremerton Oct 96. (PIA Jan 97-Jul 97)
- CVN 72 Lincoln**                      **Alameda/Bremerton/Everett**  
Returns from deployment Oct 95.  
Homeport change to Bremerton Nov 95. (DSRA Jan 96-Dec 96)  
Homeport change to Everett Dec 96.
- CVN 74 Stennis**                      **Newport News/Norfolk/North Island**  
Construction Newport News until FY 96.  
Homeport change to North Island FY 98.
- CVN 76**                      **Newport News/Norfolk/North Island**  
Homeport change to North Island FY 05.

ENCLOSURE (1)

Subj: AIRCRAFT CARRIER HOMEPORTING PLAN - ACTION MEMORANDUM

3. Recommendation: Approve proposed carrier homeporting plan.



BRENT M. BENNITT  
Director, Air Warfare

CNO DECISION:

Approve: 12 7-8-94

Dissapprove: \_\_\_\_\_

Other: \_\_\_\_\_







DL

RECEIVED

JUN 15 1995

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

June 13, 1995

Ms. Deborah W. Lee  
Assistant District Director  
California Coastal Commission  
San Diego Coast Area  
3111 Camino del Rio North  
Suite 300  
San Diego, CA 92108-1725

**RE: Comments on the Proposed Parking Mitigation Management  
Parking Plan for San Diego Convention Center Expansion  
Project and Port Master Plan Amendment**

Dear Ms. Lee:

Enclosed please find my letter of June 12, 1995, to Mr. Ralph Hicks of the San Diego Unified Port District in response to your letter of May 12, 1995.

I have read your afore-mentioned letter and concur wholly on your findings on the lack of parking. I am greatly concerned about a number of other issues confronting the expansion of the Convention Center.

Although we wholeheartedly support the expansion of the Convention Center, we want to make sure that this expansion will be done with proper planning and proper mitigation of all the environmental issues.

As I pointed out in my letter to Mr. Hicks, the parking studies completed by Price Waterhouse, CIC Research, and LMN Architects all considered a total of 2,000 spaces would remain fully available to the Convention Center and the expansion. However, 700 of those spaces are contractually committed to the San Diego Marriott Hotel & Marina and would not be available for the Convention Center Expansion, therefore creating a minimum deficit of 700 parking spaces according to the afore-mentioned consultants.

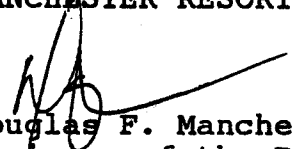


Ms. Deborah Lee  
Page Two  
June 13, 1995

Having said this, we believe a solution may be possible in the event that the San Diego Unified Port District acquires the 700 spaces from the San Diego Marriott Hotel & Marina.

Warmest personal regards,

MANCHESTER RESORTS



Douglas F. Manchester  
Chairman of the Board





RECEIVED

JUN 15 1995

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

June 12, 1995

Mr. Ralph T. Hicks  
San Diego Unified Port District  
3165 Pacific Highway  
P. O. Box 488  
San Diego, CA 92112

**RE: Comments on the Proposed Parking Mitigation  
Management Parking Plan for San Diego  
Convention Center Expansion Project and  
Port Master Plan Amendment**

Dear Mr. Hicks:

As the Owner of both the Hyatt Regency San Diego and the San Diego Marriott Hotel & Marina, I wish to provide comments on the proposed Parking Mitigation Management Plan to be proposed in the new draft EIR for the "San Diego Convention Center Expansion Project and Port Master Plan Amendment." The new draft EIR will be released next week and will be circulated for a 45-day public review period.

It is irresponsible at best for the planning of a 900,000 square foot Convention Center expansion, which will eliminate an existing 1,500 parking spaces, to proceed without providing any permanent replacement parking.

The draft Parking Mitigation Management Plan proposes to utilize off-site parking lots to accommodate Convention Center expansion overflow parking needs such as, for example, the use of the 1,020 parking spaces in the MTDB parking structure during specified hours of the work week and weekends. We are very concerned about this parking mitigation plan, as it assumes that the MTDB "off-hour" parking allowance and other off-site lots will provide a long-term parking solution. These parking spaces are not guaranteed and the use thereof by the Convention Center could be interrupted by unknown factors in the future, such as future Sports Arena and other downtown projects.

The removal and non-replacement of permanent parking spaces to serve the expansion of the Convention Center needs to have a solid solution to prevent an adverse situation, which will impact the overall area for years. It is also needed to achieve Coastal



Mr. Ralph T. Hicks  
Page Two  
June 12, 1995

Commission approval. Lack of Coastal Commission approval will only delay construction and cost time and money. I am gravely concerned that the EIR process has failed to adequately treat the lack of "real" parking spaces available to serve the expansion. I applaud the expansion team's innovative attempts to solve this vexing issue, but remain concerned that the necessary environmental solutions to pass muster with the Coastal Commission have not been developed.

The Coastal Commission concerns, expressed in Deborah Lee's May 12, 1995 letter to you, should be addressed and settled prior to the release of your EIR before the 45-day comment period. The Convention Center will be here for 50 to 100 years, and a rush to complete the project without proper planning of environmental mitigation is a mistake.

Apparently, three parking studies (by Price Waterhouse, CIC Research and LMN Architects) show that no replacement spaces are needed for the expansion. However, all three studies share the same fallacy. They are all based upon the assumption that 2,000 spaces will remain fully available to the Convention Center. However, as pointed out in my letter to you dated April 25, 1995, 700 of those spaces are contractually committed to Marriott Hotel & Marina.

While those spaces have significant value to Marriott, both now and in the future, recent consultations with our advisors have convinced us, contrary to the preliminary opinion expressed in our previous letter, that no material portion of the 700 spaces will be needed for the retail expansion which will likely occur in the next five years.

This creates a tremendous opportunity for the District. Pacific Gateway, Ltd. would be willing to negotiate a sale of the 700 reserved spaces to the District. The District, in turn, could provide a permanent solution to the lost parking spaces. Finalizing the EIR should not occur until this crucial mitigation opportunity is further explored.

From an economic point of view, we also believe the fast track to push this project through without regard to solving major issues will ultimately cause massive overruns, as was the case in the original Convention Center construction.

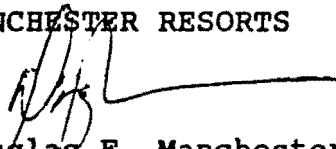


Mr. Ralph T. Hicks  
Page Three  
June 12, 1995

We should learn from what happened during the course of the original Convention Center construction and avoid these mistakes at all costs. Let's do the expansion correctly.

Warmest personal regards,

MANCHESTER RESORTS



Douglas F. Manchester  
Chairman of the Board

DFM/mif



Mr. Ralph T. Hicks  
Page Three  
June 12, 1995

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Douglas F. Manchester  
Chairman of the Board

DFM/mif



Mr. Ralph T. Hicks  
Page Three  
June 12, 1995

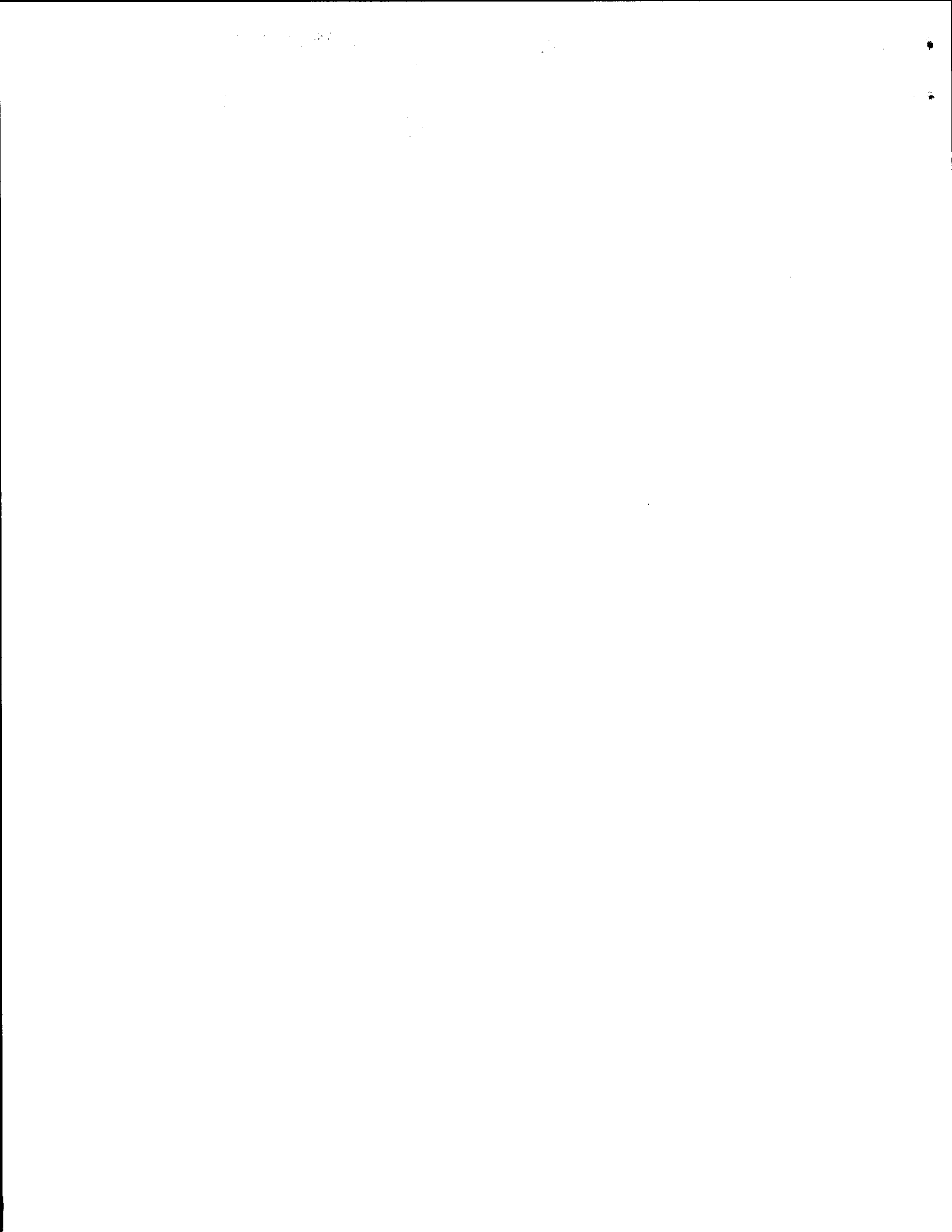
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Warmest personal regards,

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Douglas F. Manchester  
Chairman of the Board

DFM/mif



Th 14b

# Public Access Program

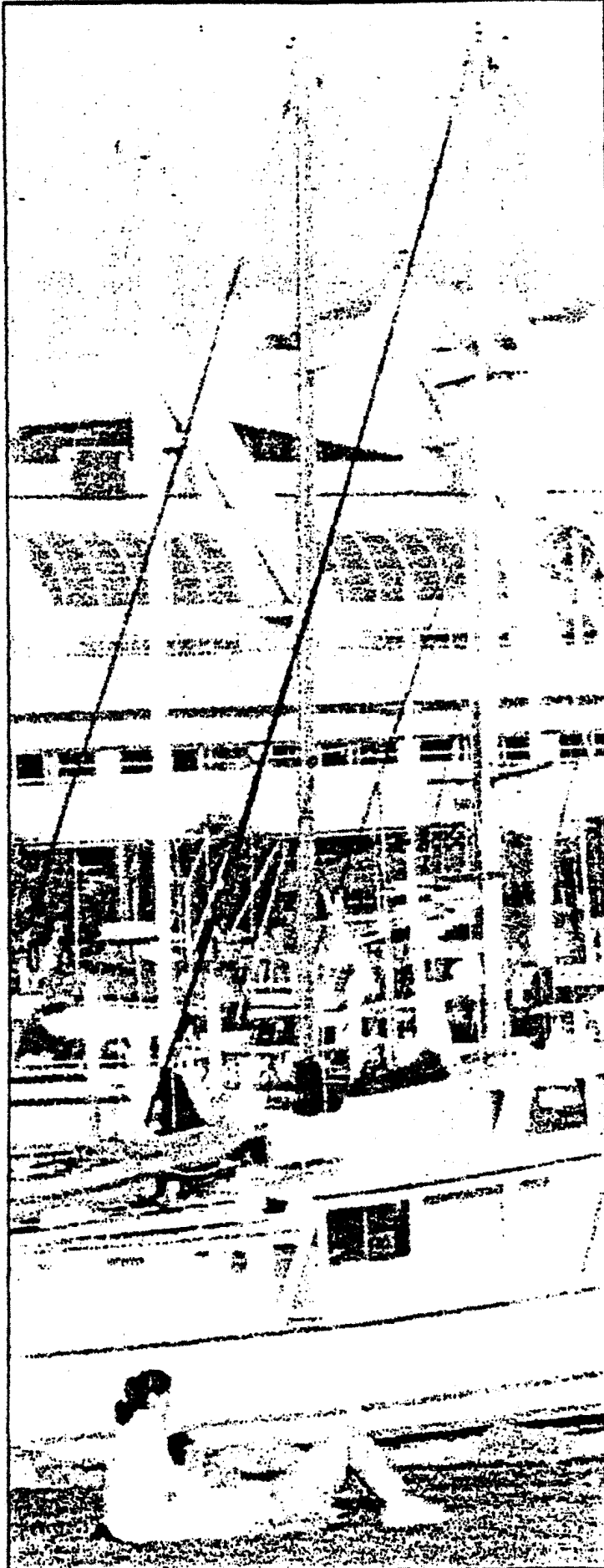
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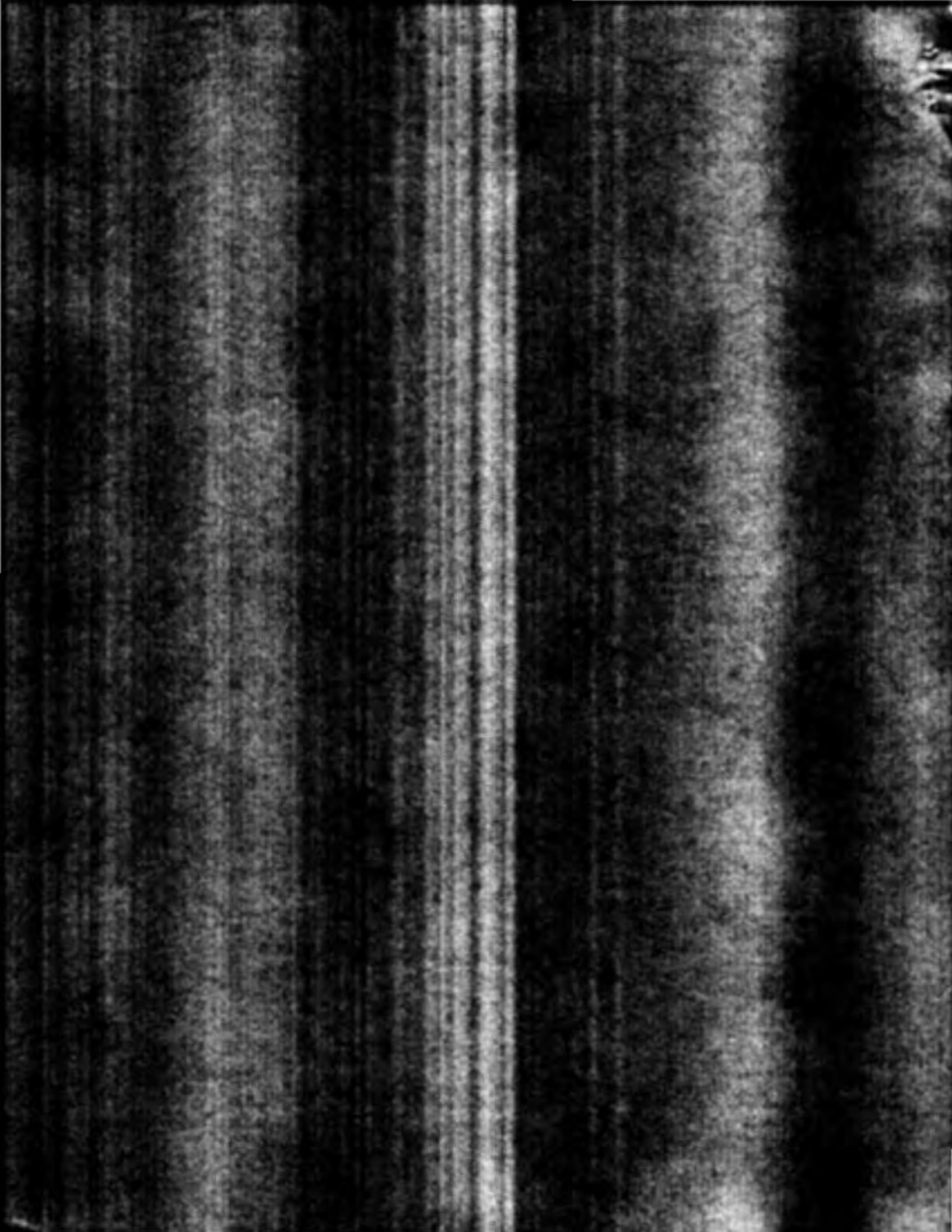
A Supplemental Document  
to the Convention Center  
Expansion Port Master  
Plan Amendment



As Further Revised  
in Response to Comments,  
November 9, 1995

San Diego Unified Port District  
PLANNING DEPARTMENT







# Convention Center Expansion Public Access Program

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November 1995



# Executive Summary

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This Public Access Program is a supplemental document to the Port Master Plan Amendment for the San Diego Convention Center Expansion. The Program identifies the existing and proposed geographic areas proposed for accommodating maximum and direct public physical access to the shoreline in the vicinity of the expanded Convention Center. This Public Access Program is a segment of a larger, comprehensive system of public access for District lands on San Diego Bay. The access corridors established in the Program include the reservation of public service capacity for the kinds and intensity of uses for all the public, consistent with public safety needs, guidelines of the Americans with Disabilities Act, the protection of public rights and the rights of private property owners. Access provisions have been coordinated with the carrying capacity of coastal resources and public improvements to avoid overuse and overcrowding.

The foundation of the access program in the Convention

Center area begins with the identification of the nearest public roads to the shoreline, consisting of Kettner Boulevard and Eighth Avenue extended. These two streets provide vehicular and pedestrian access to the shoreline on the bayside of the Convention Center. Three pedestrian accessways are located at either end of the proposed Convention Center building as well as a special elevated skywalk and extended terrace that will provide scenic vantage points for viewing the coastline and maritime activities on San Diego Bay. The use of these accessways will be promoted and enhanced by the conspicuous posting of coastal (Bay) access signs as well as informational and locational signs; placement of seats, benches, trash receptacles, and other pedestrian access amenities; and the distribution of visitor brochures and media information services. The City of San Diego and the operating entity of the Convention Center will retain primary responsibility for the maintenance and liability of the accessways, except as otherwise indicated.

# THE PUBLIC ACCESS PROGRAM CONCEPT

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## CORRIDORS AND LINKAGES

### **The nearest public roads**

In the vicinity of the Convention Center, the nearest public roads to the shoreline are Harbor Drive, Kettner Boulevard and Eighth Avenue extended (Convention Way). Both Kettner Boulevard and Convention Way provide vehicular and pedestrian access to public shoreline parks, totaling 22 acres, on the bayside of the Convention Center. Figure 1 graphically illustrates the comprehensive public access system embodied in the Program.

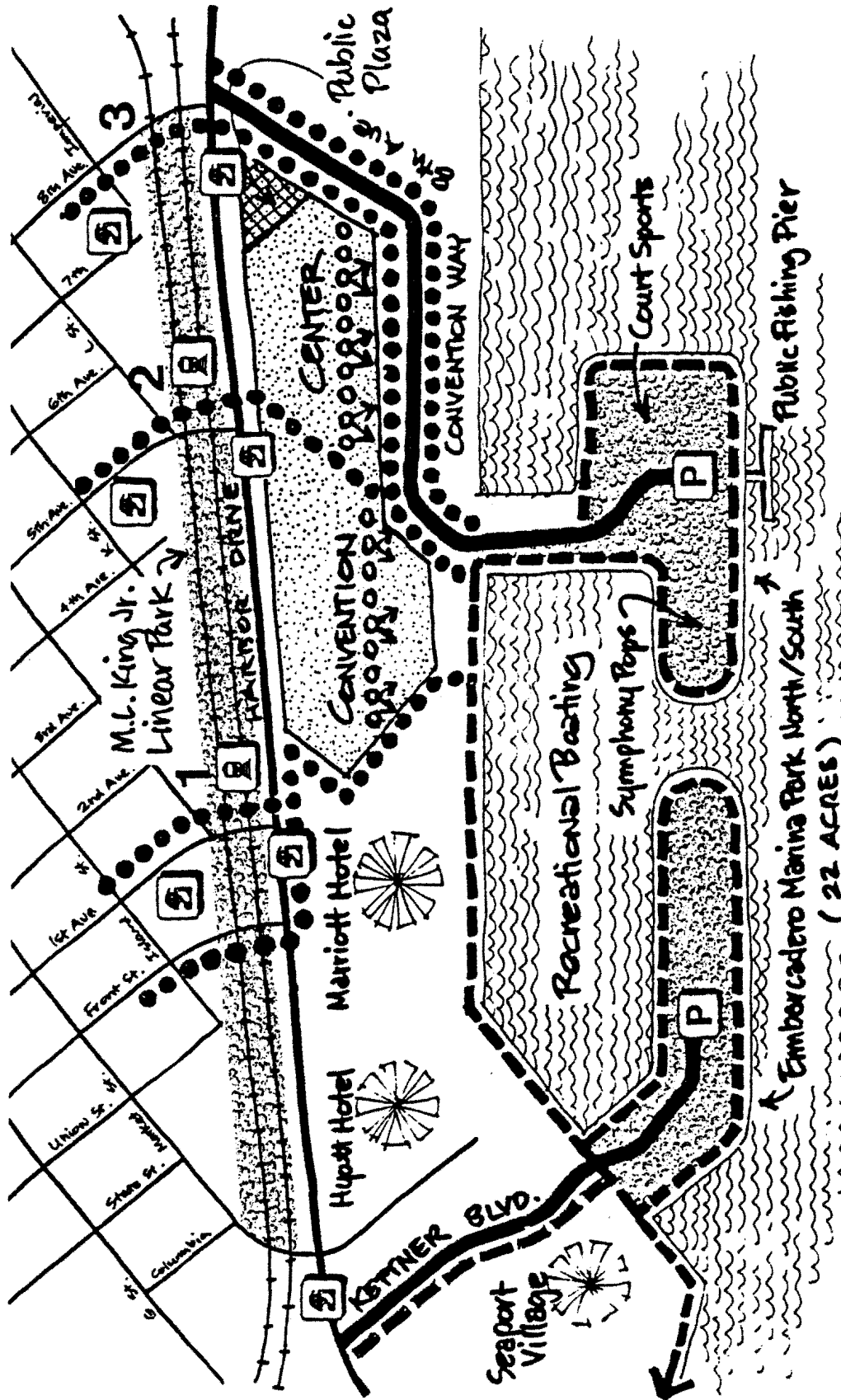
### **The Embarcadero Promenade**

Kettner Boulevard and Convention Way, the two public streets, are linked, for public access purposes, by a 14 foot wide pedestrian and bicycle access easement developed and used by the public as a shoreline promenade. This promenade maintains its shoreside location for six miles from the Convention Center to Spanish Landing Park. Ultimately, the promenade terminates along the shoreline of Shelter Island. The entire route is accessible under the provisions of the Americans with Disabilities Act. It is lighted for evening use.

### **Convention Center Accessways**

The Access Program provides three public pedestrian routes over and around the Convention Center. Two of these routes exist, the third will be constructed as part of the Convention Center expansion. The circulation options around and through the convention center building are illustrated on Figure 2. These vertical accessways connect the Embarcadero shoreline promenade with existing sidewalks along Harbor Drive and Downtown San Diego. The three public access routes connect to all three of the improved public street crossings of the railroad tracks that are closest to the Convention Center at First Avenue, Fifth Avenue and Eighth Avenue.

The pedestrian crossings over Harbor Drive at First, Fifth, and Eighth Avenues currently are the primary means of access to the three vertical access routes. All street crossings are at existing grade level and are signalized to enable them to be activated by in-road vehicle sensors or by pedestrian push buttons. Under the proposed Program, Harbor Drive will be partially depressed to permit vehicular entrance directly into the existing Convention Center underground parking structure from Harbor Drive. With a safer and more direct path, it is expected that an



**LEGEND**

- Proposed Pedestrian Access Routes
- Observation Terrace (CONVENTION CENTER)
- Public Streets
- - - Existing Bayside Pedestrian/Bike Path
- ② Coastal Access Route Signage
- Ⓜ Trolley Stop
- P Parking

**FIGURE 1**  
**Illustration of Concept:**  
**PUBLIC ACCESS PROGRAM**

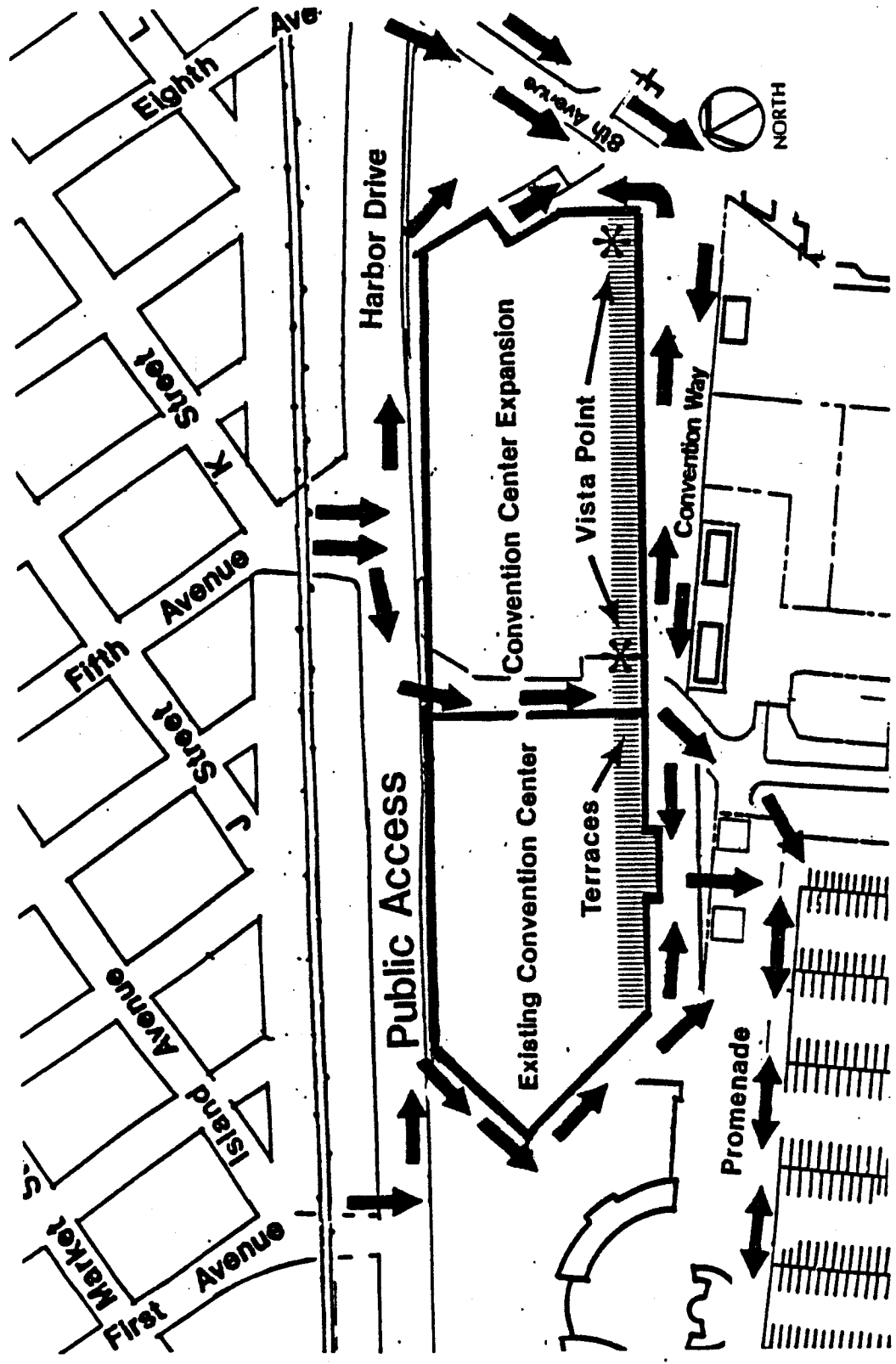


Figure 2

## Public Access Program

increasing number of people will elect to walk to the Convention Center and the Bay from the Gaslamp Quarter and Downtown.

### First Avenue Corridor

The First Avenue Corridor begins at the south end, or foot, of First Avenue. Pedestrians can cross to the south side of Harbor Drive by utilizing a vehicle- or pedestrian-actuated traffic signal. A pedestrian access easement extends 250 feet southeast to a point just west of the Convention Center. This section of the route is an 8 foot wide concrete sidewalk on the south side of Harbor Drive. At the Convention Center, the route turns right (west) and follows a 13 foot wide easement along the side of the Convention Center for approximately 200 feet. It then descends eight steps and continues along a 12' wide path to the Marriott Hotel building, where it turns left (south) and continues along a 13' wide easement, following along the side of the Convention Center. The 5' wide concrete path through this section meanders through well-maintained landscaping consisting of palms, ferns, trees, and shrubs. It continues through the Marriott Hotel's parking lot on a 10' wide easement, where the pedestrian has a choice of walking across the parking lot to a small 4' wide sidewalk with no curb cut, or walking slightly right (west) to the handicapped parking access aisle and proceeding along a 10' wide path to the Embarcadero

Promenade.

The route is accessible to wheelchairs except for the eight steps mentioned above. An alternate route for wheelchairs has been provided across the vehicular entrance into the Convention Center's parking garage, however this is not on the designated route. The Program objective is to provide an accessible ramp at the steps to make the route completely accessible, as required in the Americans with Disabilities Act (ADA). Wheelchair ramps (curb cuts) are provided at all curb crossings.

The Program contemplates furnishing appropriate public (Bay) access signs at both ends of the route; at Eighth Avenue, Imperial Avenue, and Harbor Drive; and at every change of direction when guidance is needed.

The route is open to the sky along its entire length, except for three sections where a portion of the Marriott Hotel is cantilevered over approximately half the width of the walk. These sections still provide 8' high clearance along the walkway. The route is lighted with ambient light provided by nearby buildings and parking lots, and by light fixtures attached to the Convention Center and Marriott Hotel.

Since most of the route is on the Convention Center property, the center maintains that section. The

## Public Access Program

Marriott Hotel maintains the remainder of the route. It is estimated that this public access route segment is about 900 feet long from Harbor Drive to the Embarcadero Promenade. It is the objective of this Program to make it better known and utilized.

### **Fifth Avenue Corridor (Skywalk)**

The Fifth Avenue Access Corridor begins at the south end (foot) of Fifth Avenue. Pedestrians cross to the south side of Harbor Drive by utilizing the vehicle- or pedestrian-actuated traffic signal.

The Convention Center expansion plan envisions a pedestrian way with a minimum width of 20 feet ascending the building by means of stairs, a funicular and elevators to a viewing terrace which will be equipped with seats, telescopes, interpretive signs and other attractive features. The subject matter of the terrace signage on the expanded, as well as existing, Center will contain information on landmarks, maritime activities, Bay history and Bay coastal ecology. The stairs and elevators will accommodate a direct descent to the Embarcadero Promenade. The total elevation gain will be about 57 feet. The total length of the route is estimated to be approximately 400 to 500 feet. Illustrations of the Bay Access Skywalk Corridor, prepared by the Convention Center Design-Build Architectural team, are presented in Figures 3, 4, 5 and 6.

This access way is designed to allow the public to cross over the expanded Convention Center and to provide access to the scenic vista points offered by the Center's bayside terraces, without creating conflicts with Convention Center meeting and other functions. It will still be possible, however, for conventioners entering the Convention Center from Harbor Drive to also be able to walk through the building to the southwest side and access the Embarcadero Promenade down the Center's bayside stairs. Coastal access signs will be installed where appropriate along the route. The stairs and terrace will be maintained by the Convention Center operator.

### **Eighth Avenue Corridor**

The existing Eighth Avenue Corridor begins at the south end (foot) of Eighth Avenue, utilizing a vehicle- or pedestrian-activated traffic signal. Pedestrians will be able to cross to the southwest side of Harbor Drive and access the urban plaza located at the southern end of the expanded Convention Center and proceed to sidewalks along both sides of Eighth Avenue. A 5-foot wide concrete sidewalk presently continues west along Eighth Avenue to Convention Way, where it turns right (northwest). The sidewalk continues along the northeast side of Convention Way until it reaches the Convention Center. The path crosses the service entrance into the Convention Center and continues on the street for about 30 feet until it



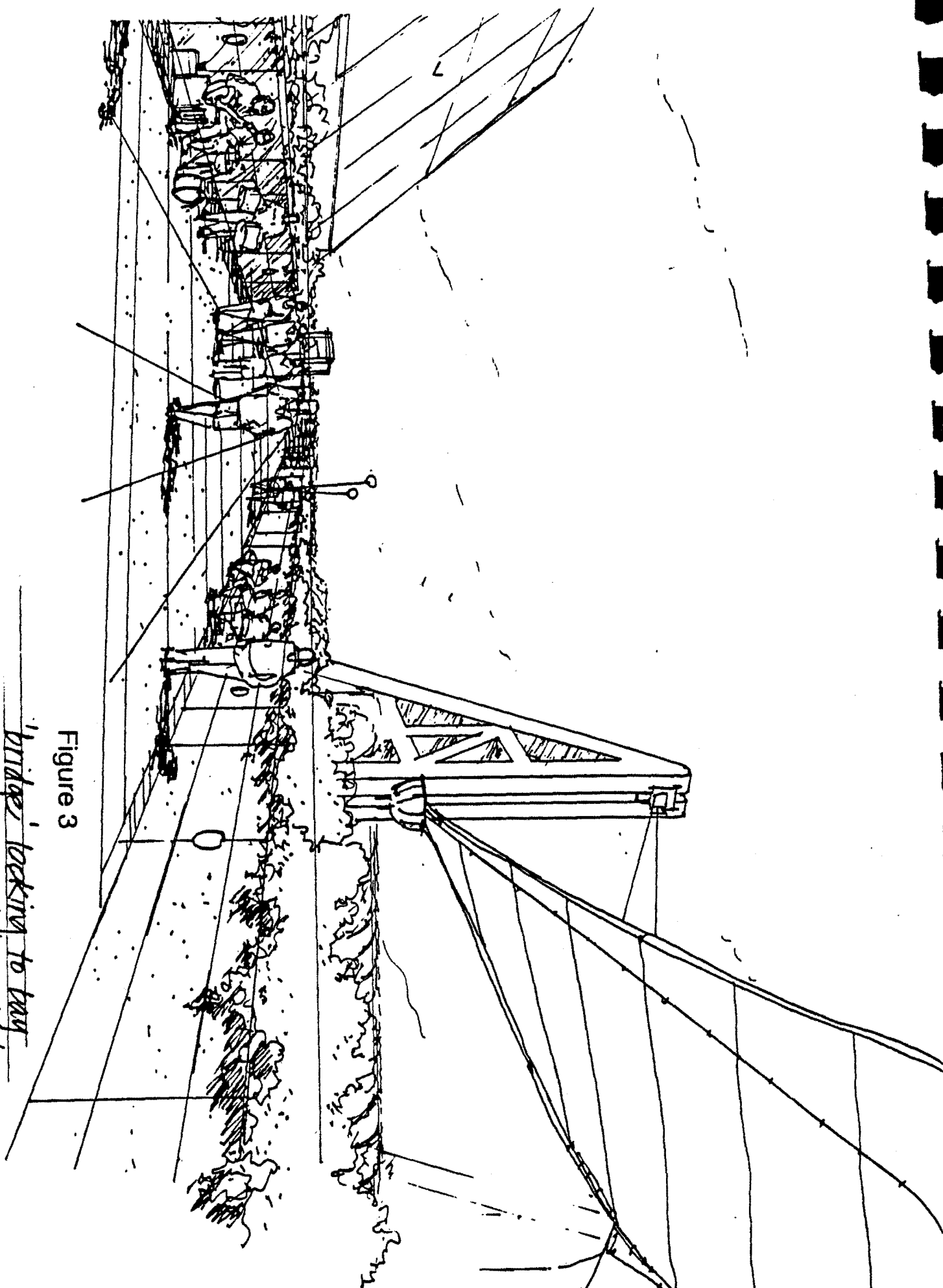


Figure 3

*'bridge' looking to bay,  
midspan*

20' Wide Accessway of Bay side of Center Expansion - 'Bridal' view to bar

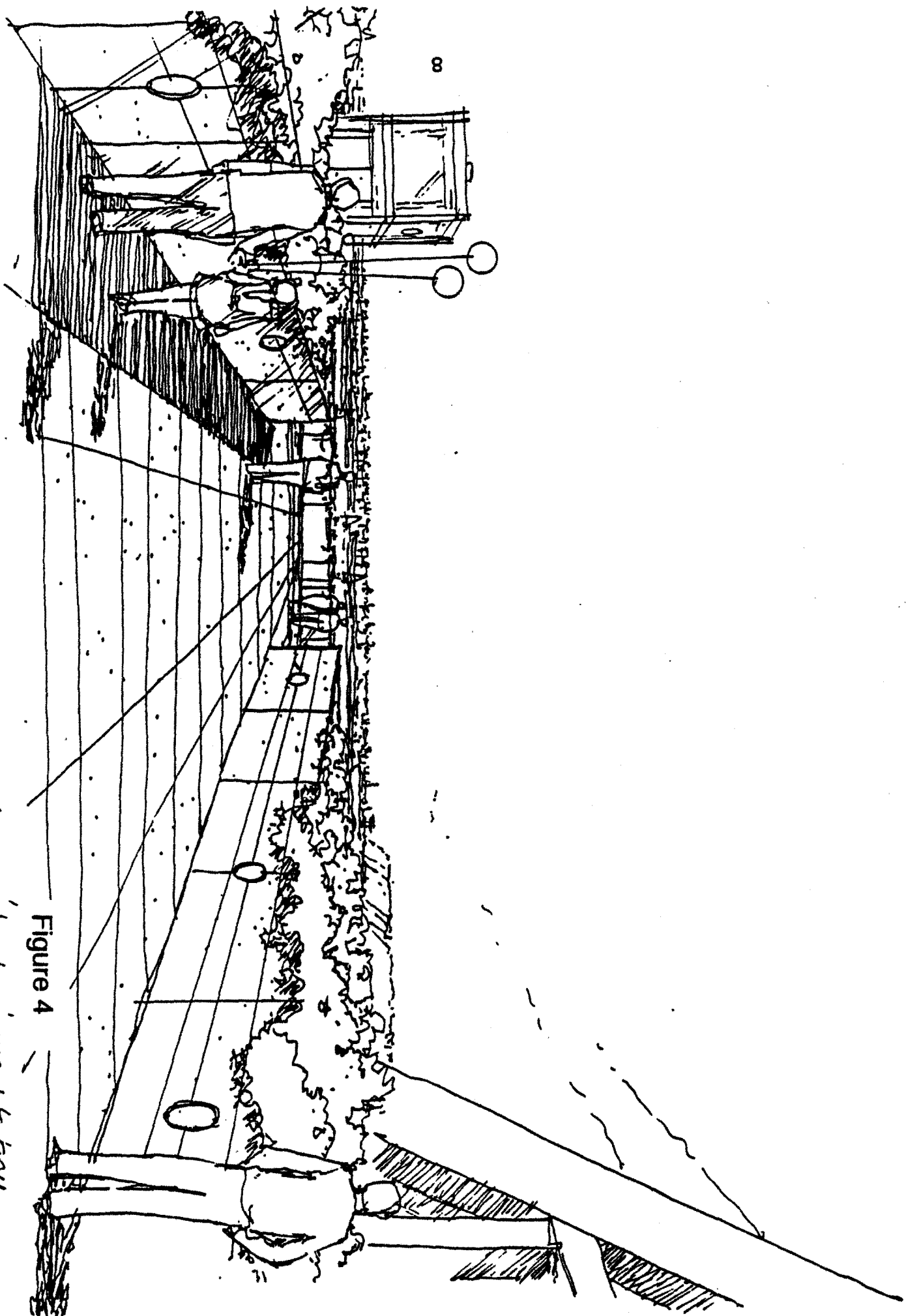


Figure 4

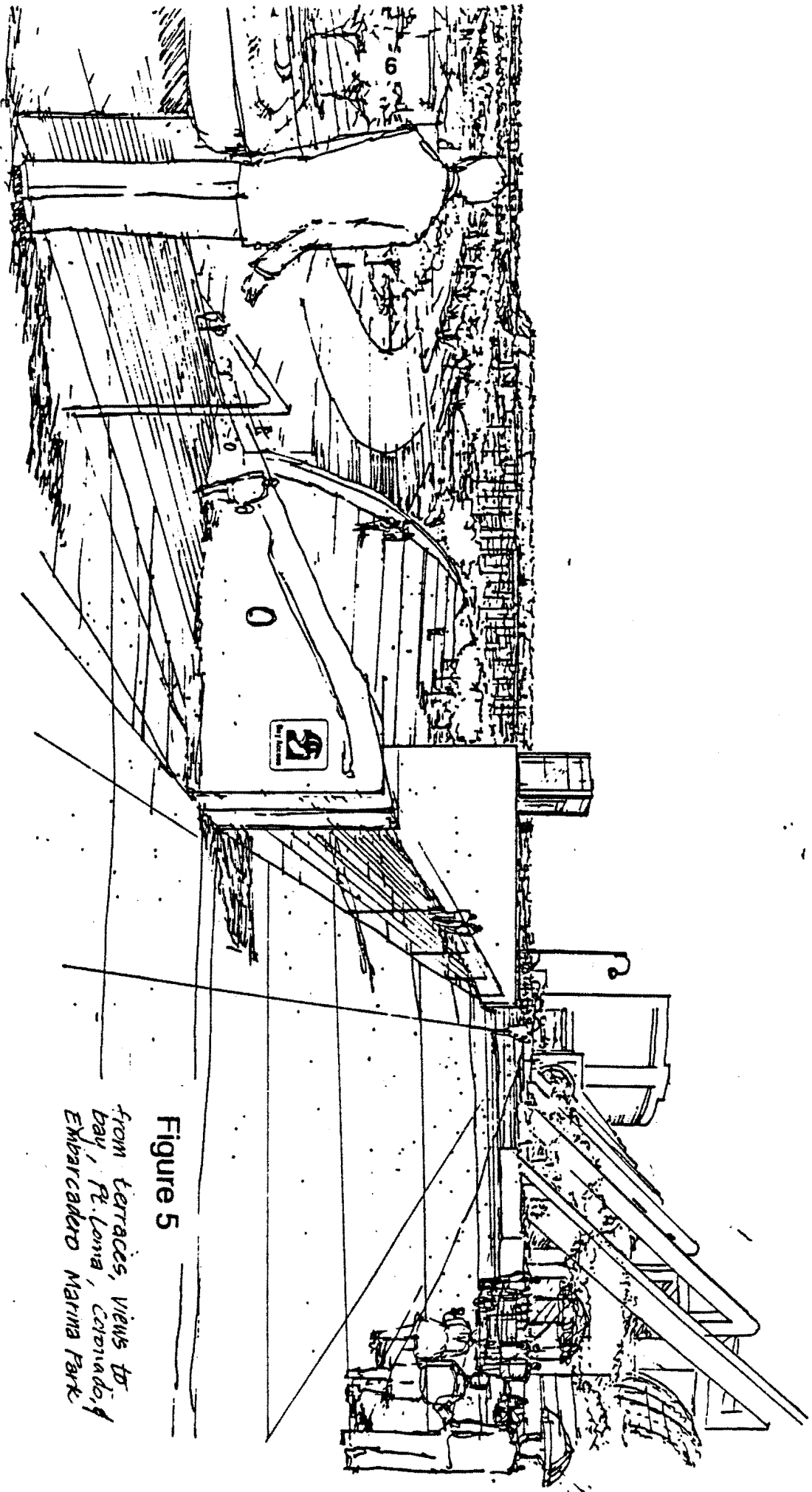


Figure 5

from terraces, views to  
bay, Ft. Loma, Coronado,  
Embarcadero Marina Park

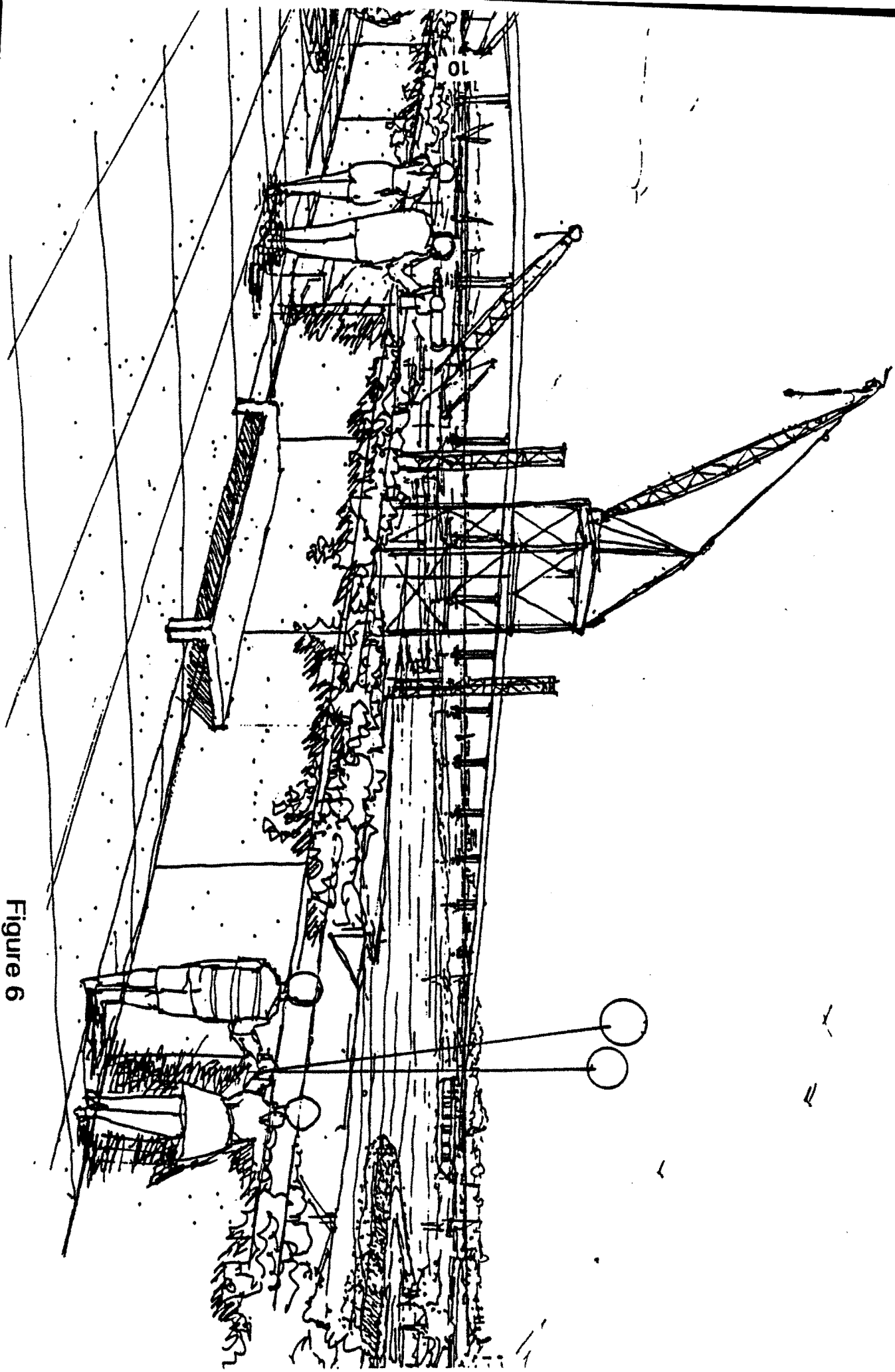


Figure 6

Chamado & Pridde

## Public Access Program

enters the pocket park at the south corner of the Convention Center. A paved section of the park leads to the Embarcadero Promenade.

The entire route will be accessible under the Americans with Disabilities Act. The estimated length is 1500 feet. Under the Program, coastal access signs will be installed. Lighting is provided by street lights and ambient lighting. New lights will be installed with the Convention Center expansion project. This route will be maintained by the Port District.

### Linkage to the City's Linear Park

The Convention Center accessways provide a link to the Martin Luther King Jr. linear park which runs parallel to, and north of, Harbor Drive. The City of San Diego will be developing a major civic pond and park at the foot of Front and First Avenues, which will attract a large number of diverse people. Many of these visitors may desire to be near the Bay, and so can use the First Avenue Corridor for that purpose. The City of San Diego, included through the Centre City Development Corporation, has agreed to implement an appropriate bay access signage and information program in the park, as well as in the Gaslamp Quarter and other adjacent major visitor facilities.

### Linkage to public transit

Links to public transit also form an important element in encouraging

people to use the coastal access routes. The San Diego Trolley runs along railroad tracks just north of Harbor Drive. The Gaslamp/Convention Center trolley station is located at Harbor Drive and Fifth Avenue, directly across from the Convention Center and the proposed Fifth Avenue Corridor skywalk coastal (bay) public access route. Public transit buses stop one block away, at Fifth Avenue and K Street. Bus patrons can also use the Fifth Avenue crossing of Harbor Drive to reach the coastal access routes.

## KINDS AND INTENSITY OF USES

Once pedestrians gain the Embarcadero Promenade through the three vertical coastal access routes, they have several recreational options. One is to stroll along the promenade, enjoying the views of sailboats in the marina, activities on Embarcadero Marina Park, and the Bay in the distance. Another is to walk to the north or south end of the waterfront promenade and enter either the north or south arms of Marina Park. Here are landscaped picnic areas, basketball courts, a public fishing pier, and wide lawn areas. At the north end is Seaport Village, a popular specialty shopping area. The south arm also contains the Chart House, a full-service restaurant. Some people may want to use the promenade to access the

## Public Access Program

Convention Center's elevated terraces, elevated vista points, or the skywalk, or to visit the marina or the two hotels along the way to Seaport Village. Appropriate comparable public access amenities will be provided on the terraces of the existing Center.

These uses determine the composition and intensity of the pedestrian traffic expected to use the access routes. The Port District surveyed pedestrian traffic along the Embarcadero Promenade on Friday, August 19, 1994, a typical summer weekday. A total of 613 people passed the Convention Center steps during the eight daytime hours surveyed, an average of 77 people per hour. The maximum was 129 per hour. Seventy-three percent were walkers or strollers, 14% were bicyclists and 10% were joggers.

Based on the kinds of uses arrayed along the Embarcadero Promenade, it is estimated that coastal access path users would be composed of residents of nearby downtown housing, conventioners, patrons, downtown workers, tourists and employees of the hotels, restaurants and marina along the walk.

Existing peak use during the summer is generated by the San Diego Symphony, which attracts from three to five thousand people to each of the approximately sixty-four Summer Pops concerts on Embarcadero Marina Park South. It is expected that Eighth Avenue will

continue to be used as the major access corridor for these concerts, as well as by recreational users of Embarcadero Marina Park South.

## MARKINGS AND GUIDES

All public access routes, including the existing Convention Center Bayside terraces and the Embarcadero Promenade, will be adequately marked with appropriate public access and directional signs and pavement markings. Because of the close proximity of the existing Center and the Marriott Hotel, special attention will be given to signing and enhancing the First Avenue public accessway to the Bay.

The Port District's and City of San Diego/Centre City Development Corporation multi-media public access information program, when taken together with significant new public access stairs, skywalk, urban plaza, Harbor Drive crossing and Convention Center bayside terraces, will significantly enhance public awareness and practical accessibility to these major public access resources. The Convention Center Design-Build team will include pavement markings as part of the design treatment in the Convention Center Expansion area, including the skywalk, to guide the public to the Bay. The City is responsible for

## Public Access Program

compatible pavement markings in upland areas.

### **Coastal Access Signs**

The Standard "Coastal (Bay) Access" signs will be installed in clear view at the entrance to each of the vertical routes and at each end of the lateral route. Signs will be installed at every change in direction, or every 300 feet, whichever is less. Pavement markings will be used to direct pedestrians across open areas, such as the parking lot on the First Avenue Corridor or the skywalk. The San Diego City Manager has also expressed the City's support for and commitment to implementing the Public Access Program inland of Harbor Drive in conjunction with the Centre City Development Corporation. The proposed locations of directional Bay access signs that the City of San Diego is responsible for erecting in the downtown area are illustrated in Figure 7.

### **Guide Displays**

The Port District has erected a number of "You Are Here" displays around the Bay, to help visitors identify their location and obtain directions to desired destinations. The coastal access routes will be added to the displays that are in appropriate locations.

### **Brochures**

Brochures that illustrate and describe the public access routes will be produced and distributed to businesses and tourist attractions

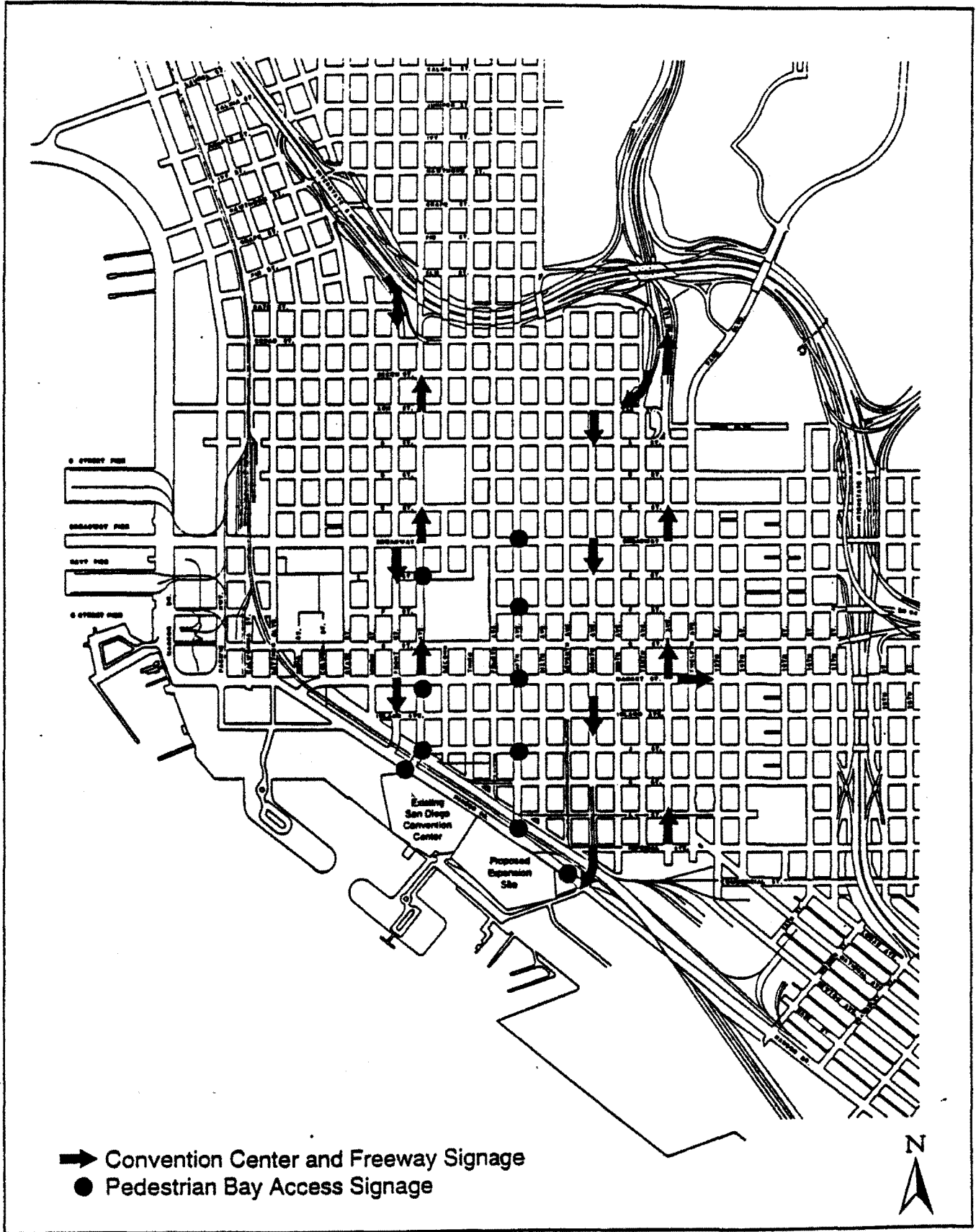
around the Convention Center. In particular, the Gaslamp Quarter businesses will be encouraged to display the brochures, since many of the potential users of the accessways are visitors wanting to walk from the Gaslamp area to the Bay. The accessways will also be added to other Port maps and guides, where coastal access is featured. A sample brochure concept is attached as Figure 8.

### **News Media**

The Port District will continue to utilize a wide variety of media, including but not limited to radio, television and the printed media to advise people of the various coastal access routes. Feature articles about the new Convention Center expansion will highlight the enhanced efforts being made to provide public access to the Bay over and around this structure, and to point out the public views from the new and existing access terrace and elevated vista points at the Convention Center expansion.

## RESERVATION OF PUBLIC SERVICE CAPACITIES FOR RECREATIONAL PURPOSES

Coastal Act policies encourage community plans to reserve sufficient capacity within their



# Signage Location to Convention Center and to Freeway

SAN DIEGO CONVENTION CENTER EXPANSION DRAFT

Figure 7



Put yourself  
in the  
picture

15



1

2

3

This is what the Bay is all about.....

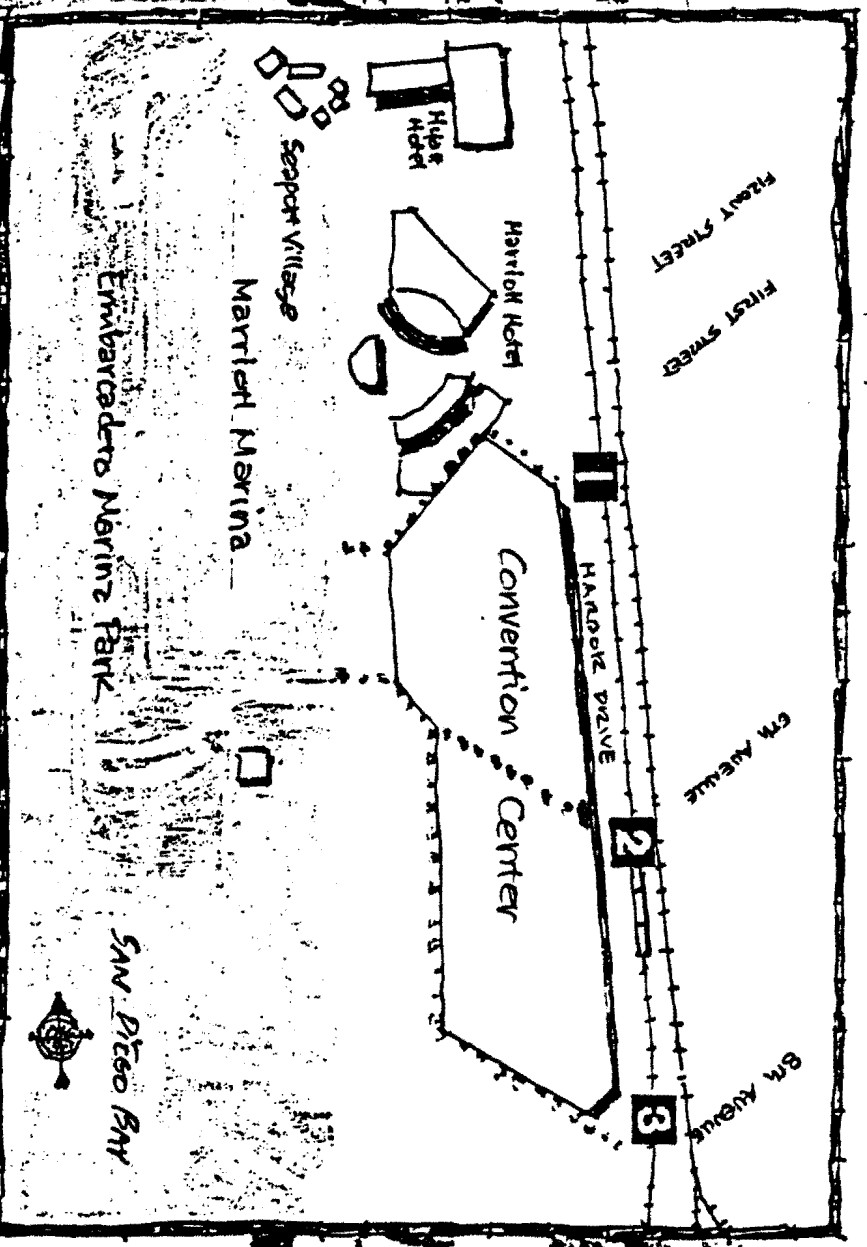


Figure 8

Sample Brochure

## Public Access Program

circulation system, or within other provided public service facilities, to permit the public access to coastal recreation resources. For example, coastal access roads should be adequate to allow for the expected traffic generated by visitors to a public park. In the case of the Convention Center, the capacity of the vertical and lateral access routes are expected to be adequate to allow unrestricted passage by the expected volume of pedestrian traffic.

Based on estimated volumes of traffic, sufficient capacity has been designed into the routes to permit continued public access. Further studies will enable the Port District to determine more accurately the actual use of the access routes, and to evaluate whether additional public access improvements may be required in the future.

### IMPLEMENTATION SCHEDULE

The existing First and Eighth Avenue Corridors will require additional work to improve them to the plan standards. The stair ramp required to bring the First Avenue Corridor up to ADA standards will be completed in 1996. The signs and pavement markings for these existing routes can be installed within the same time period. It is anticipated that construction of the Convention Center expansion will require some redesign of the Eighth Avenue

Corridor to accommodate entrances into the expanded portion of the Convention Center, while providing parallel public walkways on both side of Eighth Avenue and Convention Way to Embarcadero Marina Park South. The public information portions of the Public Access Program, including the brochures, will be timed to coincide with the completion of the Convention Center expansion project. Public access signage, however, will be improved at Harbor Drive and Eighth Avenue during Fiscal Year 1995-96.

The schedule for the opening of the Public Access Program's major element, the Fifth Avenue Corridor skywalk and Convention Center expansion terraces and urban plaza, will be tied directly to the issuance of the Convention Center occupancy permit (estimated in mid 1998).

## Public Access Program

# Port Master Plan Amendment

---

Public access issues are addressed in the following portions of the Convention Center Expansion Port Master Plan Amendment:

"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" (page 88).

"Pedestrian linkage to the uplands is proposed around and over the convention center. North of the complex, an access walkway currently exists between the Marriott Hotel and the convention center. The center expansion proposal includes another public access connection with a minimum of 20 feet over the convention center connecting Fifth Avenue with

the shoreline walkway. At the intersection of Eighth Avenue and Harbor Drive, the promenade connects with the adjacent Gaslamp Quarter pedestrian and trolley facilities from an extension on the south end of the convention center expansion and along both sides of Eighth Avenue and Convention Way. The District, in conjunction with the City of San Diego, will implement a public access program of signage, pavement markings, amenities and public information to inform and invite the public to the waterfront, as is more specifically shown in the District's "Public Access Program", November, 1995, which is incorporated by reference into the master plan." (page 89)

The graphic illustration of planned land use and circulation for District lands in the Centre City and Embarcadero area is shown in Figure 9.

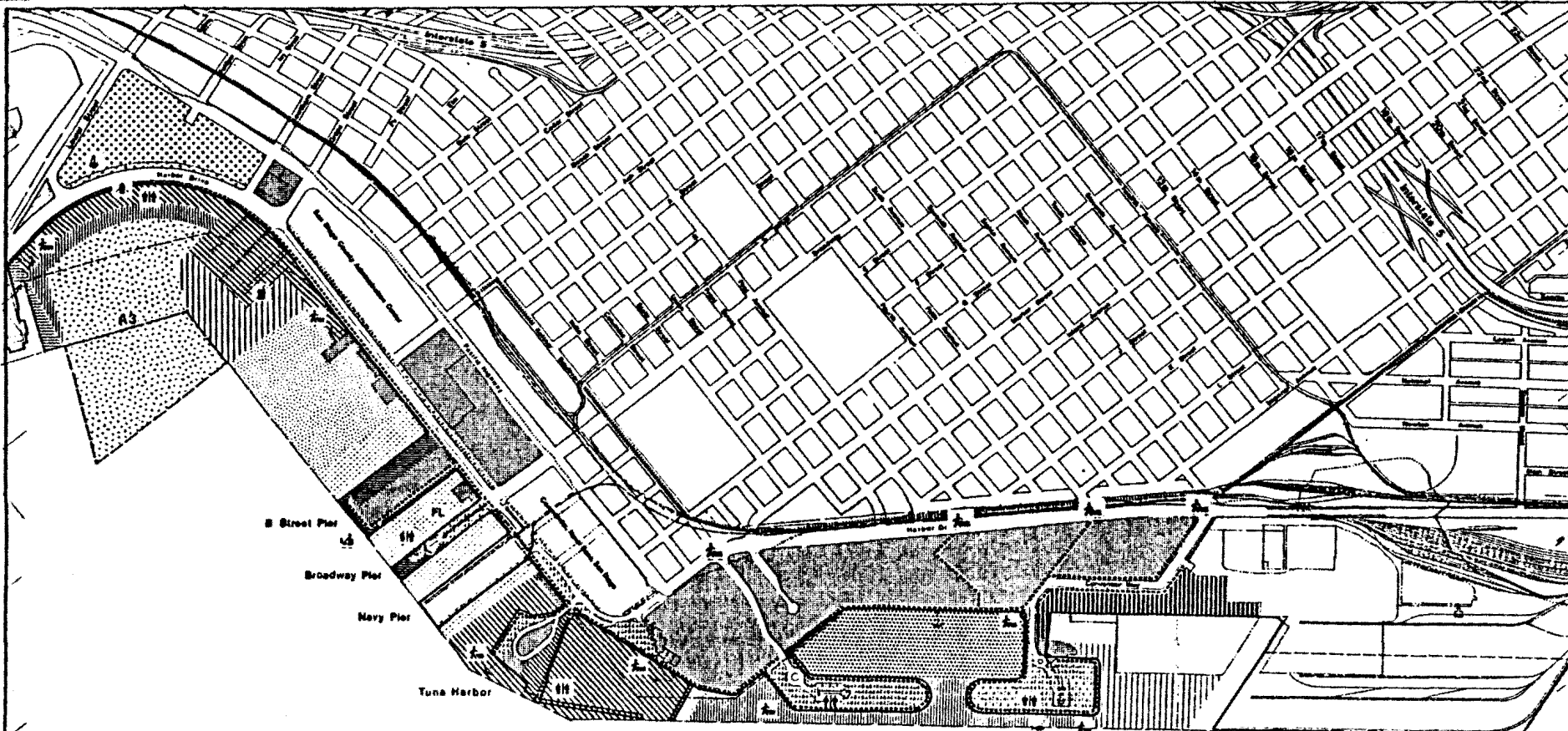
## Public Access Program

# Compliance With Coastal Act Policies

---

This Public Access Program supplements the Port Master Plan Amendment for the San Diego Convention Center Expansion project, in which it is included by reference. The Amendment is governed by the California Coastal Act, Chapter 8, Ports, which provides that all port-related development, such as the Convention Center Expansion, shall

be located, designed, and constructed so as to provide for other beneficial uses consistent with the public trust, including recreational uses, to the extent feasible. (Section 30708(d).) The proposed Amendment is consistent with that Section because it implements the Coastal Act public access standards and objectives.



Land		Water		PUBLIC RECREATION		PUBLIC FACILITIES			
COMMERCIAL		INDUSTRIAL							
Commercial Fishing	Commercial Fishing Berthing	Marine Terminal	Terminal Berthing	Park/Plaza	Open Bay	Comfort Station	Boat Navigation Corridor	Coastal Zone Boundary	
Commercial Recreation	Recreation Boat Berthing	Marine Related	Specialized Berthing	Promenade	Public Fishing Pier	Customs	Ship Navigation Corridor	US Pierhead Line	
Aviation Related		Vista Area		Public Access		Anchorage Landing	Ship Anchorage	US Bulkhead Line	
		Historic Feature				Ferry Landing	Boat Anchorage	Combined US Pierhead/Bulkhead Line	
								Lease Line	
								State Lands Leased to Port District	

scale  
planning department

Planning District 3  
**CENTRE CITY EMBARCADERO**

Figure 4  
**PRECISE PLAN**

DRAFT

DATE	BY	CHK

**Th 14b**

**SAN DIEGO CONVENTION CENTER  
EXPANSION PROJECT**

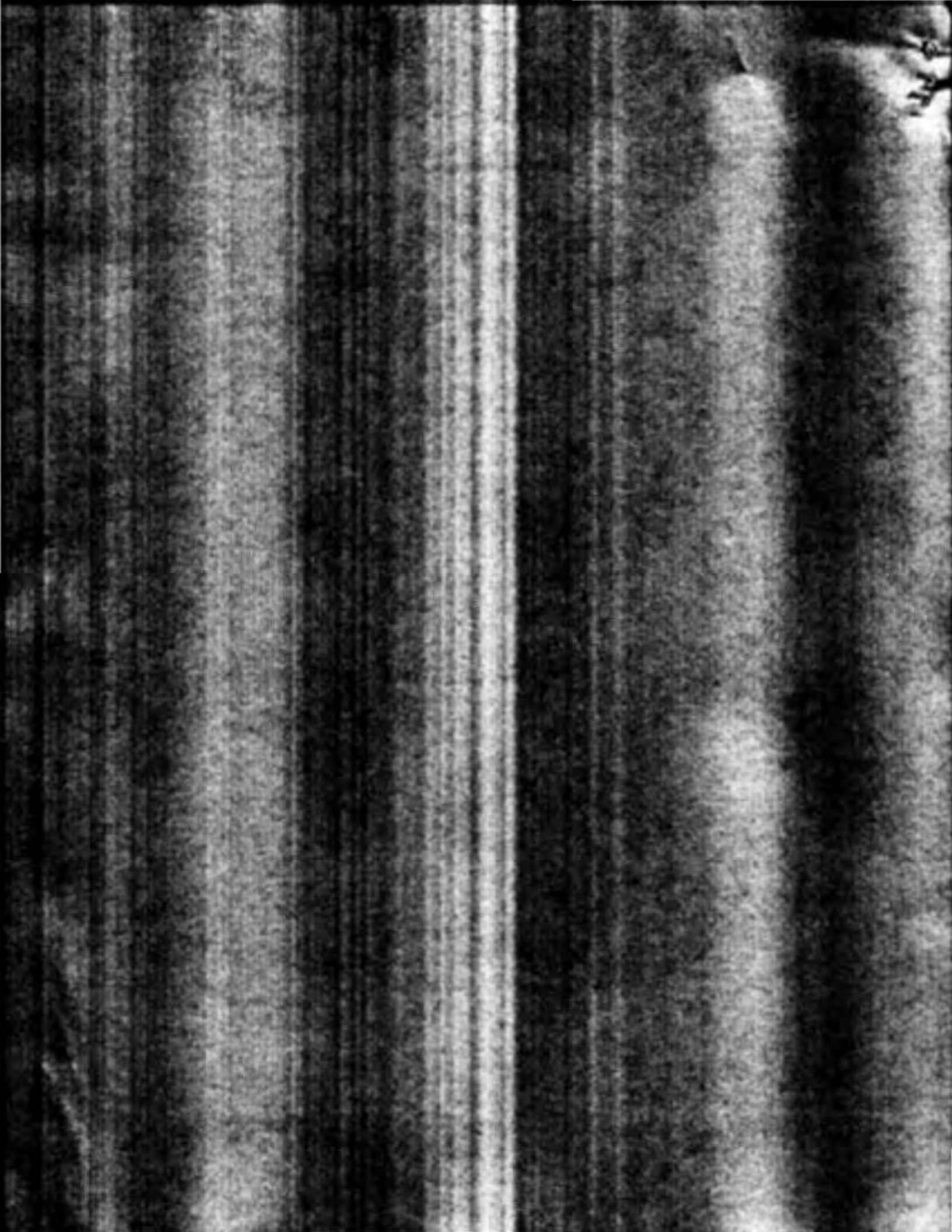


**PARKING MANAGEMENT AND MONITORING  
PROGRAM FOR THE  
EXPANDED AND EXISTING CENTER\*<sup>1</sup>**



**November 9, 1995**

\*<sup>1</sup> As further reviewed in response to comments to the recirculated second revised draft EIR dated September 1995.



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	h) San Diego Sports Arena	
	i) Parking Palace	



**SECTION I**

**Executive Summary**

SI

**LINSCOTT, LAW & GREENSPAN, ENGINEERS**  
TRANSPORTATION PLANNING • TRAFFIC ENGINEERING • PARKING

8989 RIO SAN DIEGO DRIVE, SUITE 135, SAN DIEGO, CALIFORNIA 92108  
TELEPHONE: (619) 299-3090 • FAX: (619) 299-7041

November 9, 1995

PHILIP M. LINSCOTT, P.E.  
JACK M. GREENSPAN, P.E.  
WILLIAM A. LAW, P.E.  
PAUL W. WILKINSON, P.E.  
LEON D. WARD, P.E.  
JOHN P. KEATING, P.E.

Ms. Carol C. Wallace  
Executive Vice President & General Manager  
SAN DIEGO CONVENTION CENTER CORPORATION  
111 West Harbor Drive  
San Diego, CA 92101-7899

**SUBJECT: San Diego Convention Center Parking Management Plan-Executive Summary**

Dear Ms. Wallace:

The attached Parking Management Plan has been prepared for the expansion of the San Diego Convention Center. The Parking Management Plan addresses methods to provide off-site parking for the Convention Center on the days when the on-site supply is expected to be exceeded. The projected parking deficits are calculated in the September 20, 1995, EIR for the Convention Center expansion. The EIR contains a comprehensive traffic and parking analysis.

The Parking Management Plan has been prepared over the past several months under my direction. I am a licensed professional Traffic Engineer in the State of California and have prepared hundreds of traffic and parking studies.

The Parking Management Plan was prepared to be consistent specifically with the future operation of the Convention Center. The Plan is specific in nature in terms of the procedure which should be adhered to if a parking deficit is anticipated and in terms of the location of off-site lots. The Plan is also flexible with language allowing for revisions to the Plan as dictated by the annual monitoring of the Plan.

Key aspects of the Parking Management Plan include:

- Advance advertising of parking opportunities.
- Local signing of parking locations.
- Parking personnel to assist patrons.
- Event day media alerts.
- Provide shuttle/trolley service to off-site lots, with costs not exceeding those at the Convention Center.
- Coordination with Embarcadero events.

OTHER OFFICES: COSTA MESA TELEPHONE: (714) 641-1587 • FAX: (714) 641-0139  
PASADENA TELEPHONE: (213) 681-2629 • FAX (818) 792-0941  
AN LG2WB COMPANY

Ms. Carol C. Wallace  
November 9, 1995  
Page 2

Linscott, Law & Greenspan, Engineers


An Annual Parking Monitoring Plan has been developed and the key elements are:

- Identify off-site parking lots, obtain "will serve" letters and verify costs of off-site parking.
- Make shuttle and/or trolley service arrangements. Establish reimbursement system.
- Conduct random parking lot occupancy counts and personal interviews.
- Conduct quarterly advisory committee meetings.

Properly managed and monitored, the Parking Management Plan will adequately serve the future parking requirements of the San Diego Convention Center.

Please call me if you have any questions.

Sincerely,  
**LINSCOTT, LAW & GREENSPAN ENGINEERS**



John P. Keating, P.E.  
Principal

JPK/cmp

letters/591i-1

**SECTION II**  
**General Recommendations**

## **PARKING MANAGEMENT PLAN GENERAL RECOMMENDATIONS**

The following is a list of General Recommendations that should be implemented before the SDCC expansion is open to the public. These are one time action steps, however the City of San Diego and Port Board must approve some of the recommendations.

- 1) Convert one side of the following streets from parallel parking to angled parking in the area south of Market Street and west of 12th Avenue - CITY.
  - Island, J,K,L and Imperial
  - 3rd, 4th, 6th, 7th, 9th, 10th and 11th
- 2) Increase the Convention Center flat parking rate. Consider a higher fee for certain events - PORT.
- 3) Continue subsidizing Convention Center employee use of transit - SDCCC.
- 4) Install permanent changeable message signs on Harbor Drive east of 1st Avenue, east of 5th Avenue, and east of 8th Avenue and on 8th Avenue south of J Street - SDCCC/SHOW OPERATOR.
- 5) Install flip down signs on 8th Avenue north and south of Imperial Avenue, on 8th Avenue s/o Harbor Drive, on Imperial Avenue east and west of 11th Avenue, on Convention Way west of 8th Avenue and possibly other locations. These signs will supplement the changeable message signs and further direct patrons to the MTS parking structure or other off-site lots - SDCCC/PORT/SHOW OPERATOR.

Note: The responsible agency is listed at the end of each recommendation.  
SDCCC - San Diego Convention Center Corporation.

The following is a more detailed discussion of two aspects of the Parking Management Plan, the changeable message/flip down signs and the location of the "intercept" area.

### **Changeable Message and Flip Down Signs**

It is recommended that changeable message signs be placed on Harbor Drive and 8th Avenue. These signs would state that the Convention Center parking lot is full and would direct patrons to available parking lots. The changeable message signs should be permanent and should be blank except when stating parking information.

Flip down signs should be installed on 8th Avenue, Imperial Avenue and on Convention Way. These signs will further direct patrons to available parking on an as-needed basis. They should contain simple messages such as "PARKING" with a large directional arrow.

The recommended locations of the changeable message and flip down signs is shown on **Exhibit A**.

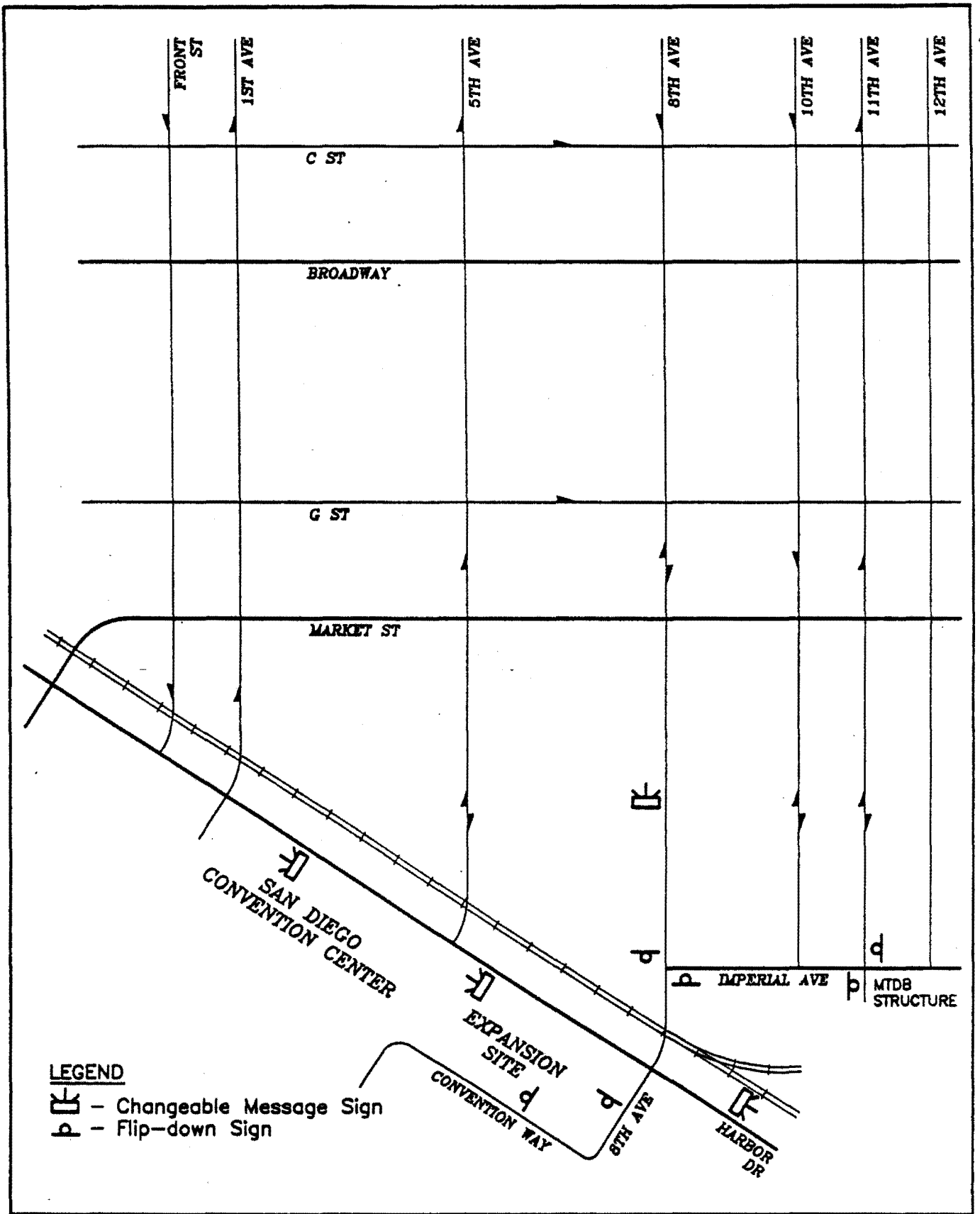
#### **Location of "Intercept" Area**

Eighth Avenue south of Harbor Drive must remain open at all times to serve the Chart House and Embarcadero uses. Therefore, when the Convention Center parking lot is full, patrons may ignore the changeable message signs and seek parking in the Convention Center parking lot or at the other uses in the Embarcadero. Personnel should intercept these patrons at the barricades which will be located at the Embarcadero entrance and the entrance to the Convention Center parking structure on Convention Way. Maps to other parking lots will be distributed. Vehicles should be instructed to turn around and proceed back towards Harbor Drive.

The vehicles that must be turned around at the west end of Convention Way could impact Embarcadero traffic and Convention Center truck operations. The impacts are determined to be not significant since the ambient volumes on Convention Way are low and through access can be maintained to the Embarcadero.

The possibility of "interrupting" all patrons on Harbor Drive (and other streets) was considered and rejected for the following reasons:

- There is not adequate width on Harbor Drive (or 8th Avenue, 5th Avenue, etc.) to have vehicles "pull over" to receive directions and/or a map. Stopped vehicles would impede traffic in the curb lane. Also, eastbound Harbor Drive vehicles will likely desire to turn left from Harbor Drive to 8th Avenue should the parking lot be full. Maneuvers from the curb lane to the eastbound left-turn lane at 8th Avenue would not be a safe movement.
- Harbor Drive is a busy Major Arterial City street. Vehicles stopping and starting on such a street is not desirable or safe.
- Only police officers are allowed by law to direct traffic or give directions in a City street, such as Harbor Drive or 8th Avenue.



NO SCALE

A

SIGN KEY MAP

**SECTION III**  
**Policy and Procedures Report**



SAN DIEGO CONVENTION CENTER CORPORATION

*Carol C. Wallace  
Executive Vice President  
and General Manager*

November 8, 1995

Mr. Jack McGrory  
City Manager  
City of San Diego  
202 "C" Street  
San Diego, CA 92101

Dear Jack:

RE: San Diego Convention Center Expansion Parking  
Manager & Monitoring Program

The San Diego Convention Center Corporation hereby agrees to be responsible for the implementation of the parking management plan and subsequent annual monitoring.

Each event will be required to adhere to the parking management plan policy and procedure when off-site parking is required. The Convention Center will be responsible for the parking plan and monitoring of each event. We will complete the distribution of the monitoring results to the appropriate City and Port departments to comment on the overall effectiveness of the program. An annual copy will be distributed to the San Diego Coastal Commission staff.

Sincerely,



Carol Wallace  
Executive Vice President/  
General Manager

CW/jb

c: L. Killeen



## SAN DIEGO CONVENTION CENTER PARKING MANAGEMENT PLAN POLICY & PROCEDURES

Under direction and enforcement of the San Diego Convention Center, this policies and procedures document is designed to provide a Convention Center show operator the step by step parking mitigation procedures that must take place based on projected conference/show attendance.

Off-site overflow lots have been identified to fulfill the parking demand for all levels of Convention Center attendance. Off-site lots on the trolley line have taken top priority. However, for larger events, shuttles may need to be utilized.

The Convention Center can accommodate 1,150 parking spaces on-site. Parking shortfalls are expected to occur. Off-site parking will be needed to satisfy the demand. A reimbursement and/or a validation system will be implemented to assure that parking and transportation costs for off-site lots will not exceed the parking costs at the Convention Center.

Based on Convention Center calculations, if your event has an expected parking shortfall, the following parking mitigation procedures must take place. These procedures are outlined for four different levels of expected parking shortfalls. There are two footnotes that apply to the four tables, they are:

- \* Coordinate with Convention Center to provide free trolley service from MTS lot to Convention Center.
- \*\* Shuttle service to be provided by show operator.

The San Diego Convention Center information packet provided to show operators will include but not be limited to:

- Media list
- Parking maps and directions
- Contact names for signage and Ace Parking
- Sample language and designs for their brochures

November 9, 1995

**I) 0-400 Space Shortfall**

TIME PERIOD	OFF-SITE FACILITY	SPACES	TRANSPORTATION MODE
Weekdays from 8AM- 5PM (Expected 19 times/year)	Nearby off-site	200	Walk
	MTS Structure *	<u>200</u>	Trolley
		<b>400</b>	
Evenings/Weekends (Expected 26 times/year)	Nearby off-site	160	Walk
	MTS Structure *	<u>240</u>	Trolley
		<b>400</b>	

- 1) Advertise transportation alternatives and off-site parking availability in event literature.
- 2) Send media alerts on anticipated parking shortfalls and secure alternate lots.
- 3) Make arrangements to have the four changeable message signs indicate when the Convention Center lot is full and direct autos to designated alternate parking sites in the event off-site plan. These signs to be located on:
  - Harbor Drive east of 1st Avenue (facing west)
  - Harbor Drive east of 5th Avenue (facing west)
  - Harbor Drive east of 8th Avenue (facing east)
  - 8th Avenue south of J Street (facing north)
- 4) Upon filling the Convention Center lot, Ace Parking (the Convention Center parking operator) must close lots with barricades and position personnel at the barricades to allow appropriate access to the Embarcadero and provide maps with directions to off-site parking for those that ignore the "Lot Full" signs.
- 5) Activate the six flip down signs directing traffic to alternate parking areas. Signs to be located:
  - 8th Avenue north and south of Imperial Avenue
  - 8th Avenue south of Harbor Drive
  - Convention Way west of 8th Avenue
  - Imperial Avenue east and west of 11th Avenue

II) 401-800 Space Shortfall

TIME PERIOD	OFF-SITE FACILITY	SPACES	TRANSPORTATION MODE
Weekdays from 8AM- 5PM (Expected 15 times/year)	Nearby off-site	200	Walk
	MTS Structure *	200	Trolley
	Salvation Army**	200	Shuttle/Trolley
	City Evan Jones*	100	Trolley
	Koll Center*	<u>100</u>	Trolley
		<b>800</b>	
Evenings/Weekends (Expected 23 times/year)	Nearby off-site	160	Walk
	MTS Structure *	<u>640</u>	Trolley
		<b>800</b>	

- 1) Advertise transportation alternatives and off-site parking availability in event literature.
- 2) Send media alerts on anticipated parking shortfalls and secure alternate lots.
- 3) Make arrangements to have the four changeable message signs indicate when the Convention Center lot is full and direct autos to designated alternate parking sites. These signs to be located on:
  - Harbor Drive east of 1st Avenue (facing west)
  - Harbor Drive east of 5th Avenue (facing west)
  - Harbor Drive east of 8th Avenue (facing east)
  - 8th Avenue south of J Street (facing north)
- 4) Upon filling the Convention Center lot, Ace Parking (the Convention Center parking operator) must close lots with barricades and position personnel at the barricades to allow appropriate access to the Embarcadero and provide maps with directions to off-site parking for those that ignore the "Lot Full" signs.
- 5) Activate the six flip down signs directing traffic to alternate parking areas. Signs to be located:
  - 8th Avenue north and south of Imperial Avenue
  - 8th Avenue south of Harbor Drive
  - Convention Way west of 8th Avenue
  - Imperial Avenue east and west of 11th Avenue

### III) 801-2000 Space Shortfall

TIME PERIOD	OFF-SITE FACILITY	SPACES	TRANSPORTATION MODE
Weekdays from 8AM- 5PM (Expected 17 times/year)	Nearby off-site	500	Walk
	MTS Structure *	200	Trolley
	Salvation Army**	300	Shuttle/Trolley
	Koll Center*	100	Trolley
	City Evan Jones*	100	Trolley
	Inspiration Point**	<u>800</u>	Shuttle
		<b>2000</b>	
Evenings/Weekends (Expected 34 times/year)	Nearby off-site	200	Walk
	MTS Structure *	800	Trolley
	550 West "C" Street*	500	Trolley
	Koll Center*	<u>500</u>	Trolley
		<b>2000</b>	

- 1) Advertise transportation alternatives and off-site parking availability in event literature.
- 2) Send media alerts on anticipated parking shortfalls and secure alternate lots.
- 3) Advertise in print media the anticipated shortfalls with suggestions for alternate modes of transportation and off-site parking locations.
- 4) Make arrangements to have the four changeable message signs indicate when the Convention Center lot is full and direct autos to designated alternate parking sites. These signs to be located on:
  - Harbor Drive east of 1st Avenue (facing west)
  - Harbor Drive east of 5th Avenue (facing west)
  - Harbor Drive east of 8th Avenue (facing east)
  - 8th Avenue south of J Street (facing north)
- 5) Upon filling the Convention Center lot, Ace Parking must close lots with barricades and position personnel at the barricades to allow appropriate access to the Embarcadero and provide maps with directions to off-site parking for those that ignore the "Lot Full" signs.
- 6) Activate the six flip down signs directing traffic to alternate parking areas. Signs to be located:
  - 8th Avenue north and south of Imperial Avenue
  - 8th Avenue south of Harbor Drive
  - Convention Way west of 8th Avenue
  - Imperial Avenue east and west of 11th Avenue
- 7) Place personnel at off-site lots to provide further direction and/or develop system in the Convention Center to reimburse for the Trolley when presented with validation.

#### IV) 2000 + Space Shortfall

TIME PERIOD	OFF-SITE FACILITY	SPACES	TRANSPORTATION MODE
Weekdays from 8AM- 5PM (Expected 3 times/year)	Nearby off-site	500	Walk
	MTS Structure *	200	Trolley
	Salvation Army**	300	Shuttle/Trolley
	Koll Center*	100	Trolley
	City Evan Jones*	100	Trolley
	Inspiration Point**	800	Shuttle
	Sports Arena**	<u>268</u>	Shuttle
		<b>2268</b>	
Evenings/Weekends (Expected 13 times/year)	Nearby off-site	200	Walk
	MTS Structure *	800	Trolley
	City Evan Jones*	500	Trolley
	Koll Center*	500	Trolley
	550 West "C" Street*	500	Trolley
	Parking Palace	400	Trolley
	City College*	524	Trolley
	Salvation Army**	<u>600</u>	Shuttle/Trolley
		<b>4024</b>	

- 1) Advertise transportation alternatives and off-site parking availability in event literature.
- 2) Send media alerts on anticipated parking shortfalls and secure alternate lots.
- 3) Advertise in print media the anticipated shortfalls with suggestions for alternate modes of transportation and off-site parking locations.
- 4) Make arrangements to have the four changeable message signs indicate when the Convention Center lot is full and direct autos to designated alternate parking sites. These signs to be located on:
  - Harbor Drive east of 1st Avenue (facing west)
  - Harbor Drive east of 5th Avenue (facing west)
  - Harbor Drive east of 8th Avenue (facing east)
  - 8th Avenue south of J Street (facing north)
- 5) Upon filling the Convention Center lot, Ace Parking must close lots with barricades and position personnel at the barricades to allow appropriate access to the Embarcadero and provide maps with directions to off-site parking for those that ignore the "Lot Full" signs.
- 6) Activate the six flip down signs directing traffic to alternate parking areas. Signs to be located:
  - 8th Avenue north and south of Imperial Avenue
  - 8th Avenue south of Harbor Drive
  - Convention Way west of 8th Avenue
  - Imperial Avenue east and west of 11th Avenue
- 7) Place personnel at off-site lots to provide further direction and/or develop system in the Convention Center to reimburse for the Trolley when presented with validation.

**SECTION IV**

**Annual Parking Monitoring Plan**

## ANNUAL PARKING MONITORING PLAN

The San Diego Convention Center (SDCC) shall be required to annually submit a parking monitoring plan to the Port District for review and approval. The SDCC will also submit quarterly progress reports and full annual evaluation to the Port District, Coastal Commission and the City of San Diego. The study should include the following:

- 1) Identify at the beginning of each year all official off-site lots and project parking demands for the upcoming year. Prepare a schedule of events for the years that are expected to require off-site parking. Probable lots include:
  - The SDCC parking structure
  - The MTS parking structure
  - All official off-site lots in use by the Convention Center
  - Embarcadero Marina Park parking lot
  - A sampling of on-street parking n/o Harbor Drive and s/o Market Street
- 2) Obtain "will serve" letters as required prior to each calendar year to accommodate the anticipated peak parking demand. The prior year operations will provide a good estimate of the anticipated shortfall and frequency.
- 3) Review the advertising methods. Ensure that off-site lots and alternative transportation modes are identified when appropriate.
- 4) Verify the costs of off-site parking and transportation to the SDCC. Ensure that the cost does not exceed the on-site SDCC parking cost.
- 5) Ensure that shuttle and/or trolley service to the SDCC is provided to transport persons utilizing off-site facilities. The SDCC will develop a reimbursements or a validation system to assure that parking and transportation costs do not exceed the amount it cost to park on-site. Parking costs will be continually monitored.
- 6) Vehicle counts will be conducted throughout the year to determine effectiveness of program. Vehicle counts will randomly monitor all types of events including trade shows, consumer shows and conventions. Monitoring during the Pops season will also take place along with events on weekday, evenings and weekends.
- 7) On occasion, randomly conduct interviews of people walking into the building to determine how they arrived at the SDCC and their experiences.
- 8) Additional information on the parking program will be obtained through SDCC exit evaluations, complaints received directly to the SDCC office and survey cards placed inside center and in parking facilities. Comments will be reviewed by an independent source and advisory committee (see #10) on a quarterly basis. Recommendations and suggestions will be made to the SDCC staff and/or Board for adjustments to the Parking Management Plan.



- 9) Provide an even more detailed and comprehensive parking plan for "large" events.
- 10) Develop a communication link with potentially effected organizations and businesses. Hold quarterly advisory committee meetings. The committee should include at least the following organizations, the Police Department, the City of San Diego, the San Diego Unified Port District, Gaslamp Association, MTDB, Symphony, CCDC and San Diego TMA.
- 11) At the end of the calendar year, compile an audit of all events which required off-site parking. Incorporate the above data into a report, note problems and recommend adjustments to the Parking Management Plan. Provide copies of the final report to the City of San Diego, Port of San Diego District and the California Coastal Commission.

November 8, 1995

**SECTION V**

**Post-Expansion Parking Demand Summary**

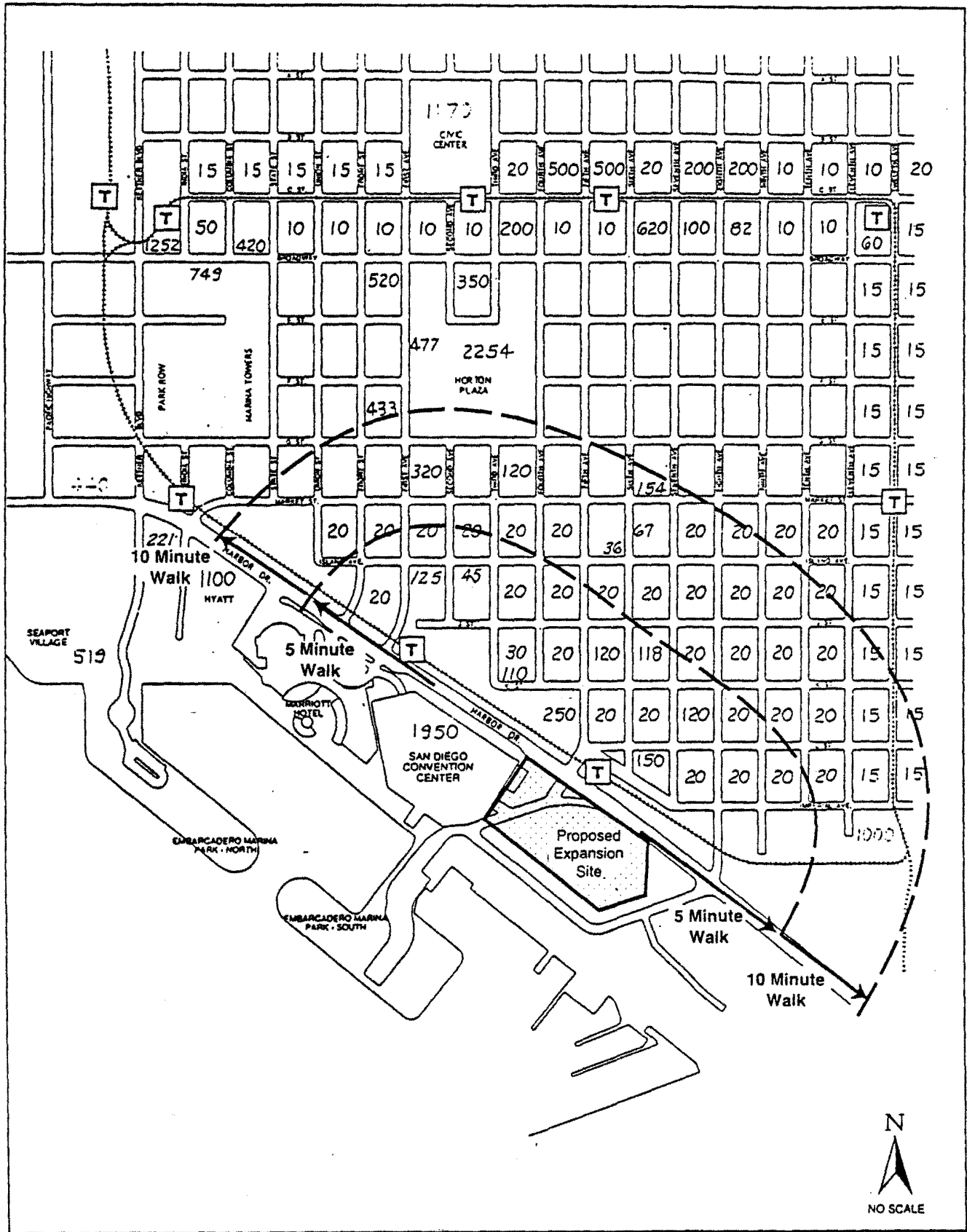
TABLE 1<sup>1</sup>

**SAN DIEGO CONVENTION CENTER EXPANSION  
OFF-SITE PARKING LOCATIONS  
(1,150 spaces on-site, 40%-100% increase in demand)**

Expected Parking Deficit	Weekday (8AM - 5 PM)		Nights and Weekends	
	Freq.	Location and Amount	Freq.	Location and Amount
I) 0-400 spaces	19 days	200 Nearby off-street <u>200</u> MTS Structure 400	26 days	160 Nearby off-street <u>240</u> MTS Structure 400
II) 401-800 spaces	15 days	200 Nearby off-street 200 MTS Structure 200 Salvation Army 100 City Evan Jones <u>100</u> Koll Center 800	23 days	160 Nearby off-street <u>640</u> MTS Structure 800
III) 801-2,000 spaces	17 days	500 Nearby off-street 200 MTS Structure 100 City Evan Jones 100 Koll Center 300 Salvation Army <u>800</u> Inspiration Point 2,000	34 days	200 Nearby off-street 800 MTS Structure 500 550 West "C" Street <u>500</u> Koll Center 2,000
IV) over 2,000 spaces	3 days	500 Nearby off-street 200 MTS Structure 100 Koll Center 100 City Evan Jones 300 Salvation Army 800 Inspiration Point <u>268</u> Sports Arena 2,268 (peak off-site demand)	13 days	200 Nearby off-street 800 MTS Structure 500 Koll Center 500 City Evan Jones 524 City College 500 550 West "C" Street 400 Parking Palace <u>600</u> Salvation Army 4,024 (peak off-site demand)
	<b>54 days</b>		<b>96 days</b>	

NOTE: Changes reflect correcting math error

NOTE: Downtown San Diego has a parking inventory of over 50,000 parking spaces.



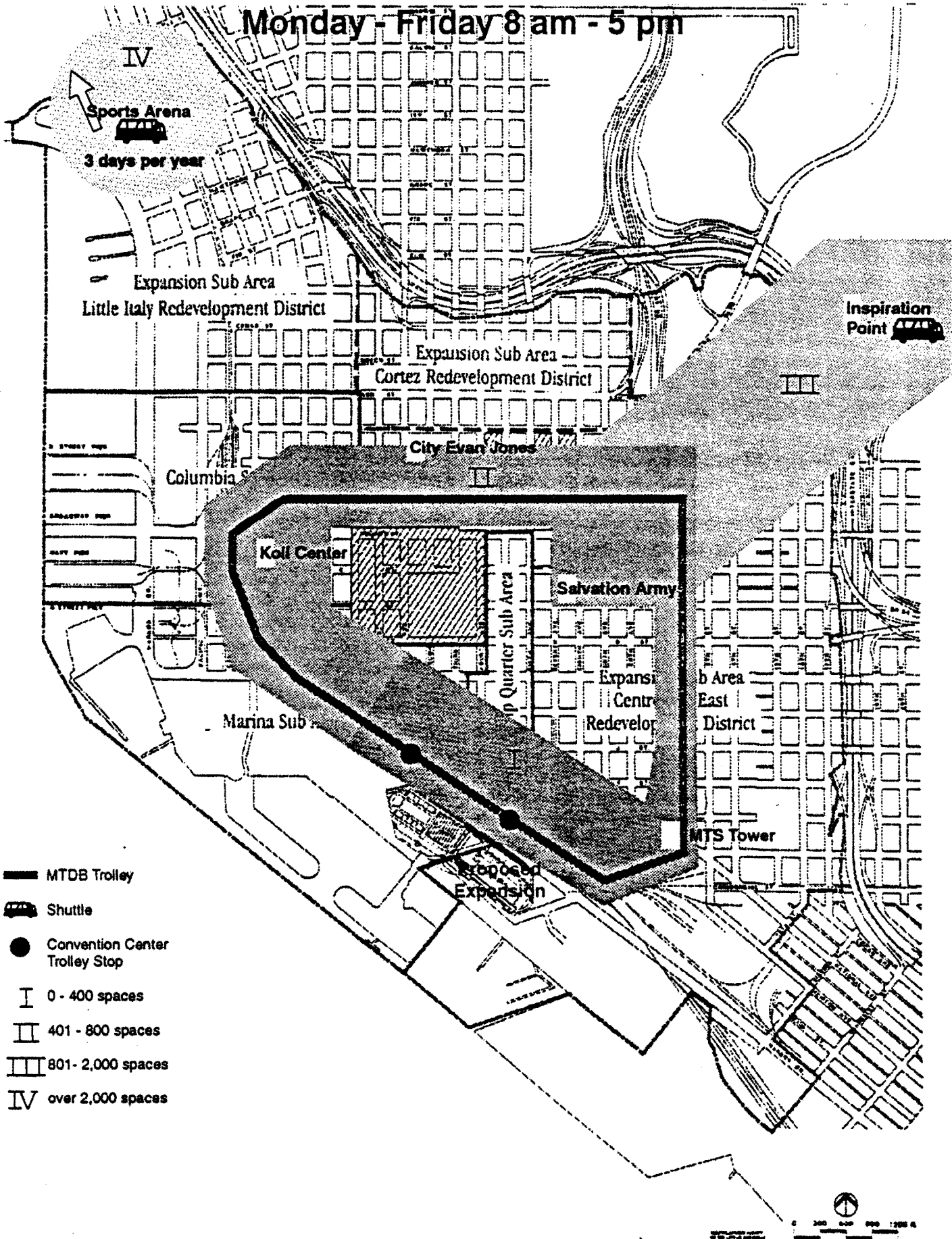
## Nearby Parking Inventory

SAN DIEGO CONVENTION CENTER EXPANSION

1275 Available Within 5 Minutes  
 3300 Available Within 10 Minutes

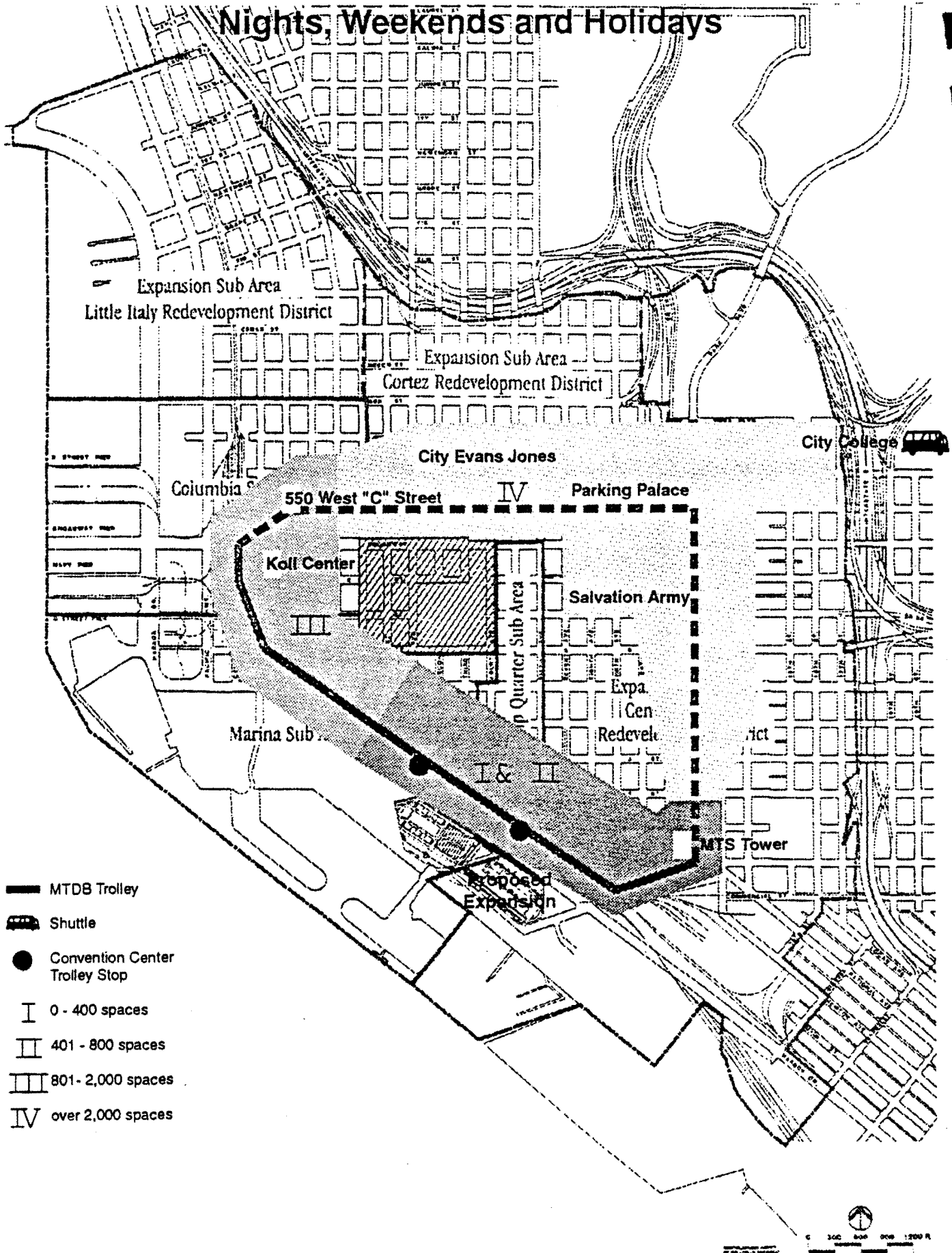
# Convention Center Off Site Parking Plan

Monday - Friday 8 am - 5 pm



# Convention Center Off Site Parking Plan

## Nights, Weekends and Holidays



## CONVENTION CENTER PARKING ANALYSIS CALCULATIONS

The following table shows the calculated Future Total Demand and Surplus/Deficit of cars parked in the Convention Center using parking information for Convention Center and Embarcadero events of every single day for the year of 1994. The following is an explanation of how these values were calculated for each day by defining the values in the columns needing explanation.

### Convention Center Event(s)

#### EVENT TYPE

All Convention Center events were grouped into the following five event types:

- CS Consumer Show
- CT Convention with Tradeshow
- CV Convention Only
- LT Local Trade Show
- MS Meeting/Seminar

It is possible to have two or more event types during a single day. In this case, the event with the greatest attendance is boldfaced.

#### ATTENDANCE

The total attendance according to the event(s) is listed for that particular day. Many of the attendance figures were estimated and may not be accurate. The attendance is shown for informational purposes only, and therefore not used in any of the calculations.

### Embarcadero Event

This column consists of the Embarcadero Event and Attendance for that particular day. Unlike like the Convention Center Event(s) column, the Attendance in the Embarcadero Event column, will be used in the calculation of the Future Embarcadero Event Peak.

### Daily Existing TOTAL

This column represents the total number of cars entering the Convention Center in a 24 hour period for that particular day in 1994. This total is a summation of cars entering three different lots; the parking structure via 5th Avenue, the parking structure-Marriot hotel side, and the outside surface parking lot.

### Future Convention Center Event Peak

This column shows the Future Convention Center Event Peak Demand for that day. This number is dependent on the event type of a particular day, since it is assumed Consumer Show Events (CS) would experience a 40% increase while all other events (CT, CV, LT & MS) would experience a 100% increase in demand. It is also assumed that a turnover rate of 2.0 is used. The (D)ay or (N)ight column classifies the event as a Day or Night event. Day events are events occurring from 8 AM - 5 PM, while Night events are those happening after 5 PM.

For Consumer Show (CS) events,

$$\text{Future Convention Center Event Peak} = \frac{(\text{Daily Existing TOTAL}) \times (1.4)}{(2.0)}$$

2.0 represent the turnover rate of 2.0

1.4 represents the increase of 40%

For all other events (CT, CV, LT & MS),

$$\text{Future Convention Center Event Peak} = \frac{(\text{Daily Existing TOTAL}) \times (2.0)}{(2.0)}$$

2.0 represent the turnover rate of 2.0

2.0 represents the increase of 100%

#### Future Embarcadero Event Peak

This column represents the Future Embarcadero Event Peak Demand. This column is calculated using the Embarcadero Event Attendance, and the assumption of 2.5 persons per vehicle. A (D)ay or (N)ight column is also shown for the Future Embarcadero Event Peak.

$$\text{Future Embarcadero Event Peak} = \frac{(\text{Embarcadero Event Attendance})}{(2.5)}$$

#### Future Total Demand

This column represents the Future Peak Total Demand. This is comprised of the summation of the Future Convention Center Event Peak and Future Embarcadero Event Peak.

For days in which a Convention Center Event and Embarcadero Event are scheduled for the same day, and happen during the same part of the day (both classified as (D)ay or both classified as (N)ight), Future Total Demand equals the sum of the Future Convention Center Event Peak plus the Future Embarcadero Event Peak.

For days in which a Convention Center Event happens during the (D)ay and an Embarcadero Event is scheduled at (N)ight, Future Total Demand is the higher of the two (Future Convention Center Event Peak or Future Embarcadero Peak).

#### Surplus/Deficit

This column represents the Surplus or Deficit of parking spaces. Surplus/Deficit is calculated by subtracting the Future Total Demand from 1150. 1150 is the number of on-site parking spaces. Negative values represent Deficits. A (D)ay or (N)ight column is also shown to indicate when the Surplus or Deficit is expected to occur.



### CONVENTION CENTER PARKING ANALYSIS

(1150 spaces, 100% increase, 40% for CS)

9/1/95

Date	Day	Convention Center Event(s)		Daily Existing TOTAL	Future Convention Center Event Peak	(D) or (N)	Future Embarcadero Event Peak		Future Total Demand	Surplus/ Deficit	(D)ay or (N)ight
		Type & Attendance	Type & Attendance				(D) or (N)	(D) or (N)			
Jan 1, 1994	Saturday	CS	15	231	162	D		0	162	988	D
Jan 2, 1994	Sunday	MS	2100	537	537	D		0	537	613	D
Jan 3, 1994	Monday	-	-	258	258	D		0	258	892	D
Jan 4, 1994	Tuesday	-	-	399	399	D		0	399	751	D
Jan 5, 1994	Wednesday	CV	996	841	841	D		0	841	309	D
Jan 6, 1994	Thursday	CV	1176	992	992	D		0	992	158	D
Jan 7, 1994	Friday	CV	1347	1136	1136	N		0	1136	14	N
Jan 8, 1994	Saturday	CV, MS	1757	1187	1187	D		0	1187	-37	D
Jan 9, 1994	Sunday	CV	1074	906	906	D		0	906	244	D
Jan 10, 1994	Monday	CT	740	1764	1764	D		0	1764	-614	D
Jan 11, 1994	Tuesday	CT	843	2010	2010	D		0	2010	-860	D
Jan 12, 1994	Wednesday	CT, MS	2892	3378	3378	D		0	3378	-2228	D
Jan 13, 1994	Thursday	CT	1025	2518	2518	D		0	2518	-1368	D
Jan 14, 1994	Friday	MS	500	834	834	D		0	834	316	D
Jan 15, 1994	Saturday	-	-	553	553	D		0	553	597	D
Jan 16, 1994	Sunday	MS	193	587	587	D		0	587	563	D
Jan 17, 1994	Monday	MS	107	327	327	D		0	327	823	D
Jan 18, 1994	Tuesday	-	-	562	562	D		0	562	588	D
Jan 19, 1994	Wednesday	CT	524	831	831	D		0	831	319	D
Jan 20, 1994	Thursday	CT	1395	921	921	N		0	921	229	N
Jan 21, 1994	Friday	CT	1673	1104	1104	D		0	1104	46	D
Jan 22, 1994	Saturday	CT, CS	2687	1640	1640	D		0	1640	-490	D
Jan 23, 1994	Sunday	CT, CS	1271	856	856	D		0	856	294	D
Jan 24, 1994	Monday	-	-	421	421	D		0	421	729	D
Jan 25, 1994	Tuesday	MS, LT	1300	1292	1292	D		0	1292	-142	D
Jan 26, 1994	Wednesday	MS	2000	1486	1486	D		0	1486	-336	D
Jan 27, 1994	Thursday	-	-	1676	1676	D		0	1676	-526	D
Jan 28, 1994	Friday	CT	7011	3571	3571	N		0	3571	-2421	N
Jan 29, 1994	Saturday	CT	7840	3993	3993	D		0	3993	-2843	D

### CONVENTION CENTER PARKING ANALYSIS

(1150 spaces, 100% increase, 40% for CS)

9/1/95

Date	Day	Convention Center Event(s)		Embarcadero Event		Daily Existing TOTAL	Future Convention Center Event Peak	(D) or (N)	Future Embarcadero Event Peak	(D) or (N)	Future Total Demand	Surplus/ Deficit	(D)ay or (N)ight
		Type & Attendance		Type & Attendance									
Jan 30, 1994	Sunday	CT	4149			2113	2113	D	0		2113	-963	D
Feb 1, 1994	Tuesday	-	-			279	279	D	0		279	871	D
Feb 2, 1994	Wednesday	MS	475			447	447	D	0		447	703	D
Feb 3, 1994	Thursday	-	-			427	427	D	0		427	723	D
Feb 4, 1994	Friday	MS	150			790	790	D	0		790	360	D
Feb 5, 1994	Saturday	CS, MS	3043			3550	2485	D	0		2485	-1335	D
Feb 6, 1994	Sunday	CS, CT	3342			2920	2044	D	0		2044	-894	D
Feb 7, 1994	Monday	CT	370			997	997	D	0		997	153	D
Feb 8, 1994	Tuesday	CT, LT	1295			1467	1467	D	0		1467	-317	D
Feb 9, 1994	Wednesday	MS	63			446	446	D	0		446	704	D
Feb 10, 1994	Thursday	MS	57			397	397	D	0		397	753	D
Feb 11, 1994	Friday	CS, MS	1771			1222	855	N	0		855	295	N
Feb 12, 1994	Saturday	CS	2773			2471	1730	D	0		1730	-580	D
Feb 13, 1994	Sunday	CT, CS	4958			1654	1654	D	0		1654	-504	D
Feb 14, 1994	Monday	CT	1978			1055	1055	D	0		1055	95	D
Feb 15, 1994	Tuesday	CT	1920			1024	1024	D	0		1024	126	D
Feb 16, 1994	Wednesday	MS	35			670	670	N	0		670	480	N
Feb 17, 1994	Thursday	MS, LT, CS	2252			2993	2993	D	0		2993	-1843	D
Feb 18, 1994	Friday	MS, CS	644			1071	1071	D	0		1071	79	D
Feb 19, 1994	Saturday	-	-			1097	1097	D	0		1097	53	D
Feb 20, 1994	Sunday	MS	4100			2159	2159	D	0		2159	-1009	D
Feb 21, 1994	Monday	CT	2535			1060	1060	D	0		1060	90	D
Feb 22, 1994	Tuesday	CT, MS	3779			1449	1449	D	0		1449	-299	D
Feb 23, 1994	Wednesday	MS	149			688	688	D	0		688	462	D
Feb 24, 1994	Thursday	LT, MS	1411			1896	1896	D	0		1896	-746	D
Feb 25, 1994	Friday	-	-			518	518	D	0		518	632	D
Feb 26, 1994	Saturday	CS, MS	2283			1203	842	D	0		842	308	D
Feb 27, 1994	Sunday	CS, MS	2754			1451	1016	D	0		1016	134	D
Feb 28, 1994	Monday	MS	12			876	876	D	0		876	274	D

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**CONVENTION CENTER PARKING ANALYSIS**  
 (1150 spaces, 100% increase, 40% for CS)  
 9/1/95

Date	Day	Convention Center Event(s)		Daily Existing TOTAL	Future Convention Center Event Peak	(D) or (N)	Future Embarcadero Event Peak	(D) or (N)	Future Total Demand	Surplus/ Deficit	(D)ay or (N)ight
		Type & Attendance	Embarcadero Event Type & Attendance								
Mar 1, 1994	Tuesday	-	-	2608	2608	D	0		2608	-1458	D
Mar 2, 1994	Wednesday	CT	2962	2887	2887	N	0		2887	-1737	N
Mar 3, 1994	Thursday	CT	2390	2329	2329	D	0		2329	-1179	D
Mar 4, 1994	Friday	CT	2648	2581	2581	D	0		2581	-1431	D
Mar 5, 1994	Saturday	-	-	504	504	D	0		504	646	D
Mar 6, 1994	Sunday	CT	312	266	266	D	0		266	884	D
Mar 7, 1994	Monday	CT	440	375	375	D	0		375	775	D
Mar 8, 1994	Tuesday	CT, MS	683	497	497	N	0		497	653	N
Mar 9, 1994	Wednesday	CT, MS	913	735	735	D	0		735	415	D
Mar 10, 1994	Thursday	LT	500	1645	1645	D	0		1645	-495	D
Mar 11, 1994	Friday	MS	2000	2223	2223	D	0		2223	-1073	D
Mar 12, 1994	Saturday	MS	600	991	991	N	0		991	159	N
Mar 13, 1994	Sunday	-	-	1250	1250	D	0		1250	-100	D
Mar 14, 1994	Monday	CT	3326	1699	1699	D	0		1699	-549	D
Mar 15, 1994	Tuesday	CT	3563	1820	1820	N	0		1820	-670	N
Mar 16, 1994	Wednesday	CT	3612	1845	1845	D	0		1845	-695	D
Mar 17, 1994	Thursday	-	-	1033	1033	D	0		1033	117	D
Mar 18, 1994	Friday	-	-	503	503	D	0		503	647	D
Mar 19, 1994	Saturday	MS	250	729	729	D	0		729	421	D
Mar 20, 1994	Sunday	-	-	655	655	D	0		655	495	D
Mar 21, 1994	Monday	CT	625	676	676	D	0		676	474	D
Mar 22, 1994	Tuesday	CT, LT	901	700	700	N	0		700	450	N
Mar 23, 1994	Wednesday	CT, LT	872	677	677	D	0		677	473	D
Mar 24, 1994	Thursday	CT	1103	1194	1194	D	0		1194	-44	D
Mar 25, 1994	Friday	-	-	450	450	D	0		450	700	D
Mar 26, 1994	Saturday	-	-	259	259	D	0		259	891	D
Mar 27, 1994	Sunday	MS	2100		0	D	0		0	1150	D
Mar 28, 1994	Monday	MS	1777	471	471	D	0		471	679	D
Mar 29, 1994	Tuesday	MS, CT	3028	405	405	N	0		405	745	N

### CONVENTION CENTER PARKING ANALYSIS

(1150 spaces, 100% increase, 40% for CS)

9/1/95

Date	Day	Convention Center Event(s)		Embarcadero Event	Daily Existing TOTAL	Future Convention Center Event Peak	(D) or (N)	Future Embarcadero Event Peak	(D) or (N)	Future Total Demand	Surplus/ Deficit	(D)ay or (N)ight
		Type & Attendance	Type & Attendance	Type & Attendance								
Mar 30, 1994	Wednesday	MS	1494		396	396	D	0		396	754	D
Mar 31, 1994	Thursday	MS	400		442	442	D	0		442	708	D
Apr 1, 1994	Friday	-	-		438	438	D	0		438	712	D
Apr 2, 1994	Saturday	CS	4380		2144	1501	N	0		1501	-351	N
Apr 3, 1994	Sunday	CS, MS	3658		752	526	D	0		526	624	D
Apr 4, 1994	Monday	-	-		537	537	D	0		537	613	D
Apr 5, 1994	Tuesday	CT	2305		1059	1059	D	0		1059	91	D
Apr 6, 1994	Wednesday	CT	3089		1419	1419	D	0		1419	-269	D
Apr 7, 1994	Thursday	CT	2606		1197	1197	D	0		1197	-47	D
Apr 8, 1994	Friday	-	-		623	623	D	0		623	527	D
Apr 9, 1994	Saturday	-	-		589	589	D	0		589	561	D
Apr 10, 1994	Sunday	CT	1360		694	694	D	0		694	456	D
Apr 11, 1994	Monday	CT	1489		760	760	D	0		760	390	D
Apr 12, 1994	Tuesday	CT	1513		772	772	N	0		772	378	N
Apr 13, 1994	Wednesday	CT	1638		836	836	D	0		836	314	D
Apr 14, 1994	Thursday	-	-		674	674	D	0		674	476	D
Apr 15, 1994	Friday	-	-		416	416	D	0		416	734	D
Apr 16, 1994	Saturday	-	-		598	598	D	0		598	552	D
Apr 17, 1994	Sunday	CT	665		596	596	D	0		596	554	D
Apr 18, 1994	Monday	CT, MS	847		749	749	D	0		749	401	D
Apr 19, 1994	Tuesday	MS	6		2530	2530	D	0		2530	-1380	D
Apr 20, 1994	Wednesday	CS, MS	10810		4352	3046	N	0		3046	-1896	N
Apr 21, 1994	Thursday	CS, MS	11670		4420	3094	N	0		3094	-1944	N
Apr 22, 1994	Friday	CS	11782		4747	3323	N	0		3323	-2173	N
Apr 23, 1994	Saturday	CS	18346		7392	5174	D	0		5174	-4024	D
Apr 24, 1994	Sunday	CS	18101		7293	5105	D	0		5105	-3955	D
Apr 25, 1994	Monday	-	-		561	561	D	0		561	589	D
Apr 26, 1994	Tuesday	CV, MS	997		844	844	N	0		844	306	N
Apr 27, 1994	Wednesday	CV	296		843	843	D	0		843	307	D

**CONVENTION CENTER PARKING ANALYSIS**  
 (1150 spaces, 100% increase, 40% for CS)  
 9/1/95

Date	Day	Convention Center Event(s)		Embarcadero Event	Daily Existing TOTAL	Future Convention Center Event Peak	(D) or (N)	Future Embarcadero Event Peak	(D) or (N)	Future Total Demand	Surplus/ Deficit	(D)ay or (N)ight
		Type & Attendance	Type & Attendance	Type & Attendance								
Apr 28, 1994	Thursday	CT, CV	1097		953	953	D	0		953	197	D
Apr 29, 1994	Friday	CT, CV	1359		1180	1180	D	0		1180	-30	D
Apr 30, 1994	Saturday	CS, CT, CV	5151		1869	1308	D	0		1308	-158	D
May 1, 1994	Sunday	MS	1200		885	885	D	0		885	265	D
May 2, 1994	Monday	-	-		324	324	D	0		324	826	D
May 3, 1994	Tuesday	LT, MS	8100		1883	1883	D	0		1883	-733	D
May 4, 1994	Wednesday	LT	424		711	711	D	0		711	439	D
May 5, 1994	Thursday	LT, MS	460		739	739	D	0		739	411	D
May 6, 1994	Friday	LT, MS	348		561	561	D	0		561	589	D
May 7, 1994	Saturday	CS, MS	8403		2676	1873	N	0		1873	-723	N
May 8, 1994	Sunday	CS, MS	3764		703	492	D	0		492	658	D
May 9, 1994	Monday	-	-		353	353	D	0		353	797	D
May 10, 1994	Tuesday	MS	2100		776	776	D	0		776	374	D
May 11, 1994	Wednesday	-	-		328	328	D	0		328	822	D
May 12, 1994	Thursday	-	-		468	468	D	0		468	682	D
May 13, 1994	Friday	CS, MS	7856		2054	1438	N	0		1438	-288	N
May 14, 1994	Saturday	CS, MS	16947		3944	2761	D	0		2761	-1611	D
May 15, 1994	Sunday	CS, CT	12665		2477	1734	D	0		1734	-584	D
May 16, 1994	Monday	CT, MS	814		515	515	D	0		515	635	D
May 17, 1994	Tuesday	-	-		481	481	D	0		481	669	D
May 18, 1994	Wednesday	MS	650		1103	1103	D	0		1103	47	D
May 19, 1994	Thursday	LT, MS	1823		1319	1319	D	0		1319	-169	D
May 20, 1994	Friday	CS, MS	5596		2043	1430	N	0		1430	-280	N
May 21, 1994	Saturday	CS, MS	9195		3357	2350	D	0		2350	-1200	D
May 22, 1994	Sunday	CS, MS	5336		1948	1364	D	0		1364	-214	D
May 23, 1994	Monday	-	-		982	982	D	0		982	168	D
May 24, 1994	Tuesday	CT	1990		1382	1382	N	0		1382	-232	N
May 25, 1994	Wednesday	CT	1976		1372	1372	D	0		1372	-222	D
May 26, 1994	Thursday	CT	2035		1413	1413	D	0		1413	-263	D

**CONVENTION CENTER PARKING ANALYSIS**  
 (1150 spaces, 100% increase, 40% for CS)  
 9/1/95

Date	Day	Convention Center Event(s)		Embarcadero Event		Daily Existing TOTAL	Future Convention Center Event Peak	(D) or (N)	Future Embarcadero Event Peak	(D) or (N)	Future Total Demand	Surplus/ Deficit	(D)ay or (N)ight
		Type & Attendance		Type & Attendance									
May 27, 1994	Friday	-	-			585	585	D	0		585	565	D
May 28, 1994	Saturday	CS, MS	6848			3803	2662	N	0		2662	-1512	N
May 29, 1994	Sunday	CS, MS	3502			808	566	D	0		566	584	D
May 30, 1994	Monday	-	-			129	129	D	0		129	1021	D
May 31, 1994	Tuesday	-	-			376	376	D	0		376	774	D
Jun 1, 1994	Wednesday	LT	1200	Santana	5005	2905	903	D	2002	N	2002	-852	N
Jun 2, 1994	Thursday	-	-	Santana	5299	2591	471		2120	N	2120	-970	N
Jun 3, 1994	Friday	-	-			655	655	D	0		655	495	D
Jun 4, 1994	Saturday	-	-			676	676	D	0		676	474	D
Jun 5, 1994	Sunday	-	-			747	747	D	0		747	403	D
Jun 6, 1994	Monday	CT	4450	Traffic	4492	3351	1554	D	1797	N	1797	-647	N
Jun 7, 1994	Tuesday	CT	2044			1539	1539	D	0		1539	-389	D
Jun 8, 1994	Wednesday	CT	2040			1536	1536	D	0		1536	-386	D
Jun 9, 1994	Thursday	CT	1466			1104	1104	D	0		1104	46	D
Jun 10, 1994	Friday	-	-			797	797	D	0		797	353	D
Jun 11, 1994	Saturday	-	-			919	919	D	0		919	231	D
Jun 12, 1994	Sunday	CS, MS	8540			2889	2022	N	0		2022	-872	N
Jun 13, 1994	Monday	MS	450			682	682	D	0		682	468	D
Jun 14, 1994	Tuesday	MS, CS	473			908	908	D	0		908	242	D
Jun 15, 1994	Wednesday	MS	1736			2352	2352	D	0		2352	-1202	D
Jun 16, 1994	Thursday	MS	266	James Taylor	5296	2646	528	D	2118	N	2118	-968	N
Jun 17, 1994	Friday	LT, MS	3412	James Taylor	5309	4103	1979	D	2124	N	2124	-974	N
Jun 18, 1994	Saturday	CS, MS	4930			1850	1295	N	0		1295	-145	N
Jun 19, 1994	Sunday	CS, CT	1035			880	616	D	0		616	534	D
Jun 20, 1994	Monday	CT	2256			982	982	D	0		982	168	D
Jun 21, 1994	Tuesday	CT	1155			1115	1115	D	0		1115	35	D
Jun 22, 1994	Wednesday	-	-			707	707	D	0		707	443	D
Jun 23, 1994	Thursday	-	-			436	436	D	0		436	714	D
Jun 24, 1994	Friday	CS	2739			1526	1068	N	0		1068	82	N

**CONVENTION CENTER PARKING ANALYSIS**

(1150 spaces, 100% increase, 40% for CS)

9/1/95

Date	Day	Convention Center Event(s)		Embarcadero Event		Daily Existing TOTAL	Future Convention Center Event Peak	(D) or (N)	Future Embarcadero Event Peak	(D) or (N)	Future Total Demand	Surplus/ Deficit	(D)ay or (N)ight
		Type & Attendance	Type & Attendance	Type & Attendance	Type & Attendance								
Jun 25, 1994	Saturday	CS	4436			1259	881	D	0		881	269	D
Jun 26, 1994	Sunday	CS	2823			1633	1143	D	0		1143	7	D
Jun 27, 1994	Monday	CT	587			749	749	D	0		749	401	D
Jun 28, 1994	Tuesday	CT	675			861	861	D	0		861	289	D
Jun 29, 1994	Wednesday	CT	1464	Berstein	2946	1867	689	D	1178	N	1178	-28	N
Jun 30, 1994	Thursday	CT	1083	Berstein	1550	1382	762	D	620	N	762	388	D
Jul 1, 1994	Friday	CT	1191	Severinsen	2415	1519	553	D	966	N	966	184	N
Jul 2, 1994	Saturday	CS, MS	7684	Severinsen	3688	3415	1358	N	1475	N	2833	-1683	N
Jul 3, 1994	Sunday	CS, MS	4266	Severinsen	3468	2002	430	N	1387	N	1818	-668	N
Jul 4, 1994	Monday	-	-	Severinsen	3695	2052	574		1478	N	1478	-328	N
Jul 5, 1994	Tuesday	-	-			315	315	D	0		315	835	D
Jul 6, 1994	Wednesday	-	-	Symp.Spect.	1607	667	24		643	N	643	507	N
Jul 7, 1994	Thursday	-	-	Symp.Spect.	1568	768	141		627	N	627	523	N
Jul 8, 1994	Friday	-	-	Emylou Harris	3051	2919	1099		1220	N	1220	-70	N
Jul 9, 1994	Saturday	MS	250	Van Cliburn	4427	2005	234	N	1771	N	2005	-855	N
Jul 10, 1994	Sunday	-	-	John Denver	4508	1800	-3		1803	N	1803	-653	N
Jul 11, 1994	Monday	MS	125			769	769	D	0		769	381	D
Jul 12, 1994	Tuesday	MS	466	Gipsy Kings	5016	2256	250	D	2006	N	2006	-856	N
Jul 13, 1994	Wednesday	MS	212	Mozart's G.H.	2241	1306	410	D	896	N	896	254	N
Jul 14, 1994	Thursday	MS	521	Mozart's G.H.	2517	1468	461	D	1007	N	1007	143	N
Jul 15, 1994	Friday	MS, CS	518	D. Dixieland	2301	1395	475	D	920	N	920	230	N
Jul 16, 1994	Saturday	MS	528	D. Dixieland	2495	1486	488	D	998	N	998	152	N
Jul 17, 1994	Sunday	MS	199			560	560	D	0		560	590	D
Jul 18, 1994	Monday	MS	1051			1005	1005	D	0		1005	145	D
Jul 19, 1994	Tuesday	MS	690			642	642	D	0		642	508	D
Jul 20, 1994	Wednesday	MS	156			698	698	D	0		698	452	D
Jul 21, 1994	Thursday	MS	64	C.F. Gershwin	2522	1287	278	D	1009	N	1009	141	N
Jul 22, 1994	Friday	LT, MS	686	C.F. Gershwin	2510	2938	1934	D	1004	N	1934	-784	D
Jul 23, 1994	Saturday	LT	414	C.F. Gershwin	3570	2076	648	D	1428	N	1428	-278	N

### CONVENTION CENTER PARKING ANALYSIS

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		Type & Attendance	Type & Attendance	Type & Attendance	Type & Attendance								
Jul 24, 1994	Sunday	-	-	D. Yoakam	4772	2041	132		1909	N	1909	-759	N
Jul 25, 1994	Monday	-	-			1765	1765	D	0		1765	-615	D
Jul 26, 1994	Tuesday	CT	1293	YES	4195	1838	160	N	1678	N	1838	-688	N
Jul 27, 1994	Wednesday	CT	974			1384	1384	D	0		1384	-234	D
Jul 28, 1994	Thursday	CT, MS	2412	Webber	4026	2462	852	D	1610	N	1610	-460	N
Jul 29, 1994	Friday	MS	721	Webber	4472	2615	826	N	1789	N	2615	-1465	N
Jul 30, 1994	Saturday	CS, MS	11173	Webber	4988	4149	1508	D	1995	N	1995	-845	N
Jul 31, 1994	Sunday	CS	1002			1040	728	D	0		728	422	D
Aug 1, 1994	Monday	-	-			601	601	D	0		601	549	D
Aug 2, 1994	Tuesday	CT	3440	BASIA	5272	2891	782	N	2109	N	2891	-1741	N
Aug 3, 1994	Wednesday	CT	2123			1784	1784	N	0		1784	-634	N
Aug 4, 1994	Thursday	CT	5331	M. Hollywood	1891	4480	3724	N	756	N	4480	-3330	N
Aug 5, 1994	Friday	CT	5580	M. Hollywood	2166	4689	3823	N	866	N	4689	-3539	N
Aug 6, 1994	Saturday	CT	6626	M. Hollywood	3250	5568	4268	D	1300	N	4268	-3118	D
Aug 7, 1994	Sunday	CT	4898			4116	4116	D	0		4116	-2966	D
Aug 8, 1994	Monday	-	-			436	436	D	0		436	714	D
Aug 9, 1994	Tuesday	-	-			446	446	D	0		446	704	D
Aug 10, 1994	Wednesday	-	-	March. Sousa	2011	927	123		804	N	804	346	N
Aug 11, 1994	Thursday	-	-	March. Sousa	2406	1054	92		962	N	962	188	N
Aug 12, 1994	Friday	CS	2181	Mel Torme	3541	2347	651	D	1416	N	1416	-266	N
Aug 13, 1994	Saturday	CS	3734	Mel Torme	3589	4018	1808	D	1436	N	1808	-658	D
Aug 14, 1994	Sunday	CS	857			922	645	D	0		645	505	D
Aug 15, 1994	Monday	-	-			250	250	D	0		250	900	D
Aug 16, 1994	Tuesday	MS	300			598	598	D	0		598	552	D
Aug 17, 1994	Wednesday	LT	291			714	714	D	0		714	436	D
Aug 18, 1994	Thursday	LT	309			760	760	D	0		760	390	D
Aug 19, 1994	Friday	MS	2500	B.H. Parade	3457	2281	898	D	1383	N	1383	-233	N
Aug 20, 1994	Saturday	CS, MS	8512	B.H. Parade	3987	4240	1852	N	1595	N	3446	-2296	N
Aug 21, 1994	Sunday	CS	1088			583	408	D	0		408	742	D

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### CONVENTION CENTER PARKING ANALYSIS

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9/1/95

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		Type & Attendance	Type & Attendance	Type & Attendance	Type & Attendance								
Aug 22, 1994	Monday	MS	205			533	533	D	0		533	617	D
Aug 23, 1994	Tuesday	MS	260			676	676	N	0		676	474	N
Aug 24, 1994	Wednesday	MS	527	Beethoven's	2704	1372	290	D	1082	N	1082	68	N
Aug 25, 1994	Thursday	MS	549	Beethoven's	2699	1429	349	D	1080	N	1080	70	N
Aug 26, 1994	Friday	MS	460	Canadian B.	2701	1197	117		1080	N	1080	70	N
Aug 27, 1994	Saturday	MS	2366	Canadian B.	3232	2691	1398	D	1293	N	1398	-248	D
Aug 28, 1994	Sunday	MS	352	Indigo Girls	5193	2588	511	D	2077	N	2077	-927	N
Aug 29, 1994	Monday	MS	494	Kenny Loggins	5301	3635	1515	D	2120	N	2120	-970	N
Aug 30, 1994	Tuesday	CT, MS	8028	J. Browne	4556	5809	3987	N	1822	N	5809	-4659	N
Aug 31, 1994	Wednesday	CT	5631	F.Romeros	2839	4519	3383	D	1136	N	3383	-2233	D
Sep 1, 1994	Thursday	CT	5130	F.Romeros	2927	4117	2946	D	1171	N	2946	-1796	D
Sep 2, 1994	Friday	-	-	Tchaikovsky,	4104	1782	140		1642	N	1642	-492	N
Sep 3, 1994	Saturday	-	-	Tchaikovsky	5110	2149	105		2044	N	2044	-894	N
Sep 4, 1994	Sunday	MS	2100	Natalie Cole	5145	2762	704	D	2058	N	2058	-908	N
Sep 5, 1994	Monday	-	-			319	319	D	0		319	831	D
Sep 6, 1994	Tuesday	-	-			344	344	D	0		344	806	D
Sep 7, 1994	Wednesday	-	-			435	435	D	0		435	715	D
Sep 8, 1994	Thursday	MS	855			650	650	D	0		650	500	D
Sep 9, 1994	Friday	CS, MS	3329			3457	2420	N	0		2420	-1270	N
Sep 10, 1994	Saturday	LT, CS	10803			5164	5164	D	0		5164	-4014	D
Sep 11, 1994	Sunday	LT, CS	5803			2774	2774	D	0		2774	-1624	D
Sep 12, 1994	Monday	LT	2676			1944	1944	D	0		1944	-794	D
Sep 13, 1994	Tuesday	LT	114			703	703	D	0		703	447	D
Sep 14, 1994	Wednesday	LT	321	Chicago	3426	1982	612	D	1370	N	1370	-220	N
Sep 15, 1994	Thursday	-	-	Bonnie Raitt	5378	2496	345		2151	N	2151	-1001	N
Sep 16, 1994	Friday	MS	1300	Tony Bennett	4853	2541	600	D	1941	N	1941	-791	N
Sep 17, 1994	Saturday	-	-			965	965	D	0		965	185	D
Sep 18, 1994	Sunday	CT	1273			1182	1182	D	0		1182	-32	D
Sep 19, 1994	Monday	CT	1130			1049	1049	N	0		1049	101	N

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		Type & Attendance	Type & Attendance	Type & Attendance	Type & Attendance								
Sep 20, 1994	Tuesday	CT	1282			1190	1190	D	0		1190	-40	D
Sep 21, 1994	Wednesday	CT	1314			1220	1220	D	0		1220	-70	D
Sep 22, 1994	Thursday	MS	345			936	936	D	0		936	214	D
Sep 23, 1994	Friday	-	-	J. Mathis	3501	2074	674		1400	N	1400	-250	N
Sep 24, 1994	Saturday	-	-			844	844	D	0		844	306	D
Sep 25, 1994	Sunday	-	-			515	515	D	0		515	635	D
Sep 26, 1994	Monday	CT	419			933	933	D	0		933	217	D
Sep 27, 1994	Tuesday	CT	1072	Blues Fest '94	3988	2385	790	D	1595	N	1595	-445	N
Sep 28, 1994	Wednesday	CT	1294	Moody Blues	5777	2880	569	D	2311	N	2311	-1161	N
Sep 29, 1994	Thursday	CT, MS	1576	Moody Blues	4723	2705	816	D	1889	N	1889	-739	N
Sep 30, 1994	Friday	MS	114			853	853	D	0		853	297	D
Oct 1, 1994	Saturday	-	-			600	600	D	0		600	550	D
Oct 2, 1994	Sunday	MS	2100			911	911	D	0		911	239	D
Oct 3, 1994	Monday	-	-			995	995	D	0		995	155	D
Oct 4, 1994	Tuesday	CT	4337			1839	1839	D	0		1839	-689	D
Oct 5, 1994	Wednesday	CT	5671			2405	2405	D	0		2405	-1255	D
Oct 6, 1994	Thursday	CT	4992			2117	2117	D	0		2117	-967	D
Oct 7, 1994	Friday	-	-			1105	1105	D	0		1105	45	D
Oct 8, 1994	Saturday	-	-			2390	2390	D	0		2390	-1240	D
Oct 9, 1994	Sunday	-	-			1787	1787	D	0		1787	-637	D
Oct 10, 1994	Monday	-	-			759	759	D	0		759	391	D
Oct 11, 1994	Tuesday	LT, MS	7300			2891	2891	D	0		2891	-1741	D
Oct 12, 1994	Wednesday	CT, MS	3169			1624	1624	D	0		1624	-474	D
Oct 13, 1994	Thursday	CT, CS	6871			2009	2009	D	0		2009	-859	D
Oct 14, 1994	Friday	CT	832			1071	1071	D	0		1071	79	D
Oct 15, 1994	Saturday	CT, MS	1268			1502	1502	D	0		1502	-352	D
Oct 16, 1994	Sunday	CT	1596			1661	1661	D	0		1661	-511	D
Oct 17, 1994	Monday	CT	1220			1269	1269	D	0		1269	-119	D
Oct 18, 1994	Tuesday	CT	1684			1752	1752	D	0		1752	-602	D

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		Type & Attendance	Embarcadero Event Type & Attendance								
Oct 19, 1994	Wednesday	-	-	835	835	D	0		835	315	D
Oct 20, 1994	Thursday	MS	1300	705	705	D	0		705	445	D
Oct 21, 1994	Friday	-	-	785	785	D	0		785	365	D
Oct 22, 1994	Saturday	-	-	805	805	D	0		805	345	D
Oct 23, 1994	Sunday	-	-	1125	1125	D	0		1125	25	D
Oct 24, 1994	Monday	CT	4170	2471	2471	D	0		2471	-1321	D
Oct 25, 1994	Tuesday	CT	5768	3418	3418	D	0		3418	-2268	D
Oct 26, 1994	Wednesday	CT	4062	2407	2407	D	0		2407	-1257	D
Oct 27, 1994	Thursday	-	-	798	798	D	0		798	352	D
Oct 28, 1994	Friday	-	-	656	656	D	0		656	494	D
Oct 29, 1994	Saturday	-	-	444	444	D	0		444	706	D
Oct 30, 1994	Sunday	-	-	467	467	D	0		467	683	D
Oct 31, 1994	Monday	CT	1407	946	946	D	0		946	204	D
Nov 1, 1994	Tuesday	CT	1546	1039	1039	D	0		1039	111	D
Nov 2, 1994	Wednesday	CT	2047	1376	1376	D	0		1376	-226	D
Nov 3, 1994	Thursday	-	-	1337	1337	D	0		1337	-187	D
Nov 4, 1994	Friday	CS	2634	1674	1172	D	0		1172	-22	D
Nov 5, 1994	Saturday	CS, MS	5044	2393	1675	D	0		1675	-525	D
Nov 6, 1994	Sunday	CS, MS	4822	2288	1602	D	0		1602	-452	D
Nov 7, 1994	Monday	CT	1181	943	943	D	0		943	207	D
Nov 8, 1994	Tuesday	CT, MS	3253	1000	1000	N	0		1000	150	N
Nov 9, 1994	Wednesday	CT	1366	1090	1090	D	0		1090	60	D
Nov 10, 1994	Thursday	-	-	786	786	D	0		786	364	D
Nov 11, 1994	Friday	-	-	1217	1217	D	0		1217	-67	D
Nov 12, 1994	Saturday	CS, MS	5750	2760	1932	D	0		1932	-782	D
Nov 13, 1994	Sunday	CT, CS	6961	2258	2258	D	0		2258	-1108	D
Nov 14, 1994	Monday	CT	1063	975	975	D	0		975	175	D
Nov 15, 1994	Tuesday	CT, MS	2714	2215	2215	D	0		2215	-1065	D
Nov 16, 1994	Wednesday	CT, MS	1079	974	974	D	0		974	176	D

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### CONVENTION CENTER PARKING ANALYSIS

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		Type & Attendance	Type & Attendance								
Nov 17, 1994	Thursday	MS	188	720	720	D	0		720	430	D
Nov 18, 1994	Friday	-	-	638	638	D	0		638	512	D
Nov 19, 1994	Saturday	MS, LT	8100	4036	4036	D	0		4036	-2886	D
Nov 20, 1994	Sunday	MS	2000	758	758	D	0		758	392	D
Nov 21, 1994	Monday	-	-	324	324	D	0		324	826	D
Nov 22, 1994	Tuesday	-	-	281	281	D	0		281	869	D
Nov 23, 1994	Wednesday	-	-	269	269	D	0		269	881	D
Nov 24, 1994	Thursday	-	-	108	108	D	0		108	1042	D
Nov 25, 1994	Friday	CS	3860	1253	877	N	0		877	273	N
Nov 26, 1994	Saturday	CT, CS	6140	370	370	D	0		370	780	D
Nov 27, 1994	Sunday	-	-	135	135	D	0		135	1015	D
Nov 28, 1994	Monday	-	-	242	242	D	0		242	908	D
Nov 29, 1994	Tuesday	-	-	325	325	D	0		325	825	D
Nov 30, 1994	Wednesday	-	-	367	367	D	0		367	783	D
Dec 1, 1994	Thursday	CT	560	1462	1462	D	0		1462	-312	D
Dec 2, 1994	Friday	CS, CT	6900	1959	1371	N	0		1371	-221	N
Dec 3, 1994	Saturday	CS, CT	9813	2786	1950	D	0		1950	-800	D
Dec 4, 1994	Sunday	CS, CT	5727	1626	1138	D	0		1138	12	D
Dec 5, 1994	Monday	-	-	322	322	D	0		322	828	D
Dec 6, 1994	Tuesday	MS	1000	809	809	D	0		809	341	D
Dec 7, 1994	Wednesday	LT, MS	2184	1728	1728	D	0		1728	-578	D
Dec 8, 1994	Thursday	LT	2116	1940	1940	D	0		1940	-790	D
Dec 9, 1994	Friday	CT	645	1454	1454	D	0		1454	-304	D
Dec 10, 1994	Saturday	CS, CT, MS	6168	2900	2030	D	0		2030	-880	D
Dec 11, 1994	Sunday	CS, CT, MS	4667	1286	900	D	0		900	250	D
Dec 12, 1994	Monday	-	-	435	435	D	0		435	715	D
Dec 13, 1994	Tuesday	MS	905	908	908	N	0		908	242	N
Dec 14, 1995	Wednesday	-	-	335	335	D	0		335	815	D
Dec 15, 1994	Thursday	MS	300	571	571	N	0		571	579	N

**CONVENTION CENTER PARKING ANALYSIS**

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Date	Day	Convention Center Event(s)		Embarcadero Event	Daily Cars Parked			Daily Existing TOTAL	Future Convention Center Event Peak	(D) or (N)	Future Embarcadero Event Peak
		Type & Attendance		Type & Attendance	Structure, 5th Ave. Side	Structure, Hotel Side	Outside Lot				
Dec 16, 1994	Friday	MS	100		52	158	173	383	383	D	0
Dec 17, 1994	Saturday	MS	485		289	724	193	1206	1206	N	0
Dec 18, 1994	Sunday	-	-		71	35	73	179	179	D	0
Dec 19, 1994	Monday	-	-		3	61	134	198	198	D	0
Dec 20, 1994	Tuesday	-	-		68	250	73	391	391	D	0
Dec 21, 1994	Wednesday	-	-		70	90	158	318	318	D	0
Dec 22, 1994	Thursday	MS	600		218	169	176	563	563	D	0
Dec 23, 1994	Friday	-	-		36	86	135	257	257	D	0
Dec 24, 1995	Saturday	-	-		13	8	CLOSED	21	21	D	0
Dec 25, 1994	Sunday	-	-		CLOSED	CLOSED	CLOSED	0	0	D	0
Dec 26, 1994	Monday	-	-		25	26	82	133	133	D	0
Dec 27, 1994	Tuesday	CT	2927		224	144	223	591	591	D	0
Dec 28, 1994	Wednesday	CT	3769		336	201	224	761	761	D	0
Dec 29, 1994	Thursday	CT	4022		369	214	229	812	812	D	0
Dec 30, 1994	Friday	CT	3898		211	325	251	787	787	D	0
Dec 31, 1994	Saturday	CS	4900		1202	867	1414	3483	2438	N	0

## APPENDIX A

### Letters of Community Commitment to Support The Parking Management and Monitoring Plan

- a) San Diego Convention Center Corporation Letter, August 1, 1995
- b) CCDC Letters, August 30, 1995, July 28, 1995, November 4, 1994
- c) Downtown Partnership Letter, August 11, 1995
- d) MTDB Letter, November 8, 1995
- e) San Diego Convention Center Corporation Letter, August 11, 1995
- f) MTDB Letters, August 8, 1995 and August 2, 1995

SAN DIEGO CONVENTION CENTER CORPORATION

*Carol C. Wallace  
Executive Vice President  
and General Manager*

August 1, 1995

Mr. Ralph T. Hicks  
Environmental Management Coordinator  
PORT OF SAN DIEGO  
P. O. Box 488  
San Diego, CA 92112

RE: SDCC EXPANSION  
DRAFT E.I.R. - PARKING MANAGEMENT PLAN

Dear Mr. Hicks:

The Convention Center Corporation understands the criteria for providing adequate overflow parking for events which are projected to exceed existing on-site parking. We agree to not allow occupancy on events which exceed parking capacity without an adequate plan in place identifying overflow lots for the use of these events. In addition, many of those types of events provide their own shuttle service to control traffic flow. As evidenced with the CCDC Walker Study along with usage of MTS and the Concourse Evan Jones Parkade, there is an adequate inventory within the downtown core not only adjacent to the existing and expanded Convention Center but as important adjacent to the MTDB trolley line.

Should you need additional information, please contact me.

Sincerely,



Carol Wallace  
Executive Vice President/  
General Manager  
CW/jb

c: J. McGrory



LLLLL Centre City  
LLLLL Development  
LLLLL Corporation  
LLLLL

August 30, 1995

Mr. Jon Dunchack  
Convention Center Expansion  
Program Manager  
CITY OF SAN DIEGO  
401 B Street, #1000  
San Diego, CA 92101

Dear Jon:

This follows our letter of July 28, 1995 to you in which Pam Hamilton showed that the planned expansion of the San Diego Convention Center would not have a negative impact on the existing supply of parking in Centre City. I would like to reiterate that argument and add that we believe that the supply will hold even as Centre City develops in the next 10 to 20 years.

While it is true that a number of smaller lots within the Gaslamp Quarter and adjacent project areas will be redeveloped, CCDC intends to address parking requirements in three ways as feasible on a project-by-project basis: (1) provide for the parking needs of the new development, (2) replace on-grade parking lost to the new development, and (3) provide additional public parking for the larger district.

As closer-in lots are redeveloped, it becomes economically feasible to develop other sites for parking. CCDC assists this process through the Demolition Loan Demonstration Program (DLDP) which provides low interest loans to property owners to demolish vacant and/or public nuisance buildings which have no economic adaptive use and to develop alternative economic uses for the land (usually parking lots). Right now, a large parcel at Seventh and Market is being cleared for parking using DLDP funding.

In the longer term, new large-scale development (such as offices and retail) will develop parking in excess of legal requirements. For example, developers and lenders generally require office buildings to provide one to two parking spaces per 1,000 square feet of building area as compared to the legal requirement of zero. The difference between supply and demand should be available for public parking.

Current planning for the greater Gaslamp area (especially south of Market) anticipates additional parking facilities to be built to support the growth and success of this entertainment district, especially during evening usage. This would provide additional parking to also support Convention Center needs.

In addition, MTDB is planning trolley shuttles with CCDC and other agencies to help better manage currently underutilized resources for mutual benefit.



Mr. Jon Dunchack  
August 30, 1995  
Page 2

In conclusion, parking for the Convention Center Expansion should remain constant or even expand in the next 10 to 20 years because of CCDC's parking policies, the economics of surface parking (supported by the DLDP program), and the economics of large-scale development. Moreover, CCDC is working with MTDB and other agencies to develop new parking facilities and trolley shuttles to serve the Gaslamp Quarter and Convention Center.

If I can provide any further information, please do not hesitate to call.

Sincerely,



PETER J. HALL  
EXECUTIVE VICE PRESIDENT

cc: Perry Dealy

LLLLLL Centre City  
LLLLLL Development  
LLLLLL Corporation  
LLLLLL

July 28, 1995

Mr. Jon Dunchack  
Convention Center Expansion  
Program Manager  
CITY OF SAN DIEGO  
401 B Street, #1000  
San Diego, CA 92101

Dear Jon:

The purpose of this letter is to indicate Centre City Development Corporation's (CCDC) opinion that the planned expansion of the San Diego Convention Center and the resultant elimination of the existing surface parking will not have a negative impact on the downtown community.

The most comprehensive downtown parking inventory was completed by the San Diego Association of Governments (SANDAG) in June, 1988. As additional activity has occurred in downtown, including the completion of the San Diego Convention Center in 1989 and the emergence of the Gaslamp Quarter National Historic District as a restaurant and entertainment destination, CCDC has continued to monitor parking demand and supply. On various occasions this monitoring effort has been memorialized. Two relevant documents include the 1993 Parking Study by Walker Parking Consultants/Engineers, Inc. and the Preliminary Master Plan for the San Diego Entertainment and Sports Center dated July 12, 1994.

Our monitoring work indicates that in 1988 there were in excess of 56,000 parking spaces in Centre City, 50,000 of which were available to the general parking public. While it is important that major venues have a certain amount of immediate close-by parking spaces (such as the existing 1,140 spaces within the Convention Center parking garage and the 2,600 new parking spaces planned for the San Diego Sports and Entertainment Center), the large inventory of parking spaces (such as the 20,000 parking spaces in the traditional Central Business Core, 1,150 parking spaces at the County Administration Center and 1,000 parking spaces at the MTS Tower, all such parking accessible by a short trolley ride or walk) mitigates any negative impact from the lack of parking in any one area. In fact, the success of public transit and the free-flow circulation of both pedestrian and vehicular traffic is enhanced by the use of the multiple parking alternatives provided in Centre City.

Mr. Jon Dunchack  
July 28, 1995  
Page 2

With respect to peak parking demand, the 1993 Walker Study addressed a 23-block area in and around the Gaslamp Quarter and identified a parking inventory of 5,575 spaces. The Study determined that Friday and Saturday nights were the only times when parking spaces were close to fully utilized. On weekday evenings only 22% of available spaces were occupied. On weekdays about 61% of available spaces were occupied and on Saturdays between 9 a.m. and 3 p.m., about 38% of available spaces were occupied. The Walker Study did not include the 20,000 CBD parking spaces which are always severely under-utilized on evenings and weekends. These patterns of parking usage indicate that it is parking management, not an increase in the supply of parking spaces, which will be necessary to appropriately address those periods when major consumer shows will be scheduled for the San Diego Convention Center. The infrastructure for effective parking management programs is already in-place: the San Diego Trolley, a large inventory of available parking in multiple locations and the ability to include parking directives as an element of the advertising for major events.

If I can provide any further information, please do not hesitate to call.

  
PAMELA M. HAMILTON  
SENIOR VICE PRESIDENT

**MEMORANDUM**

**DATE:** NOVEMBER 4, 1994  
**TO:** MARK WARDLAW  
**FROM:** ROSALINDA NAVA *RN*  
**SUBJECT:** SUMMARY OF THE NUMBER OF PARKING SPACES IN  
DOWNTOWN SAN DIEGO

This is a summary of two studies of the parking inventory of downtown. The sources used for this summary were the 1988 Centre City Parking Study prepared by SANDAG, and the 1993 Gaslamp Garage Parking Study prepared by Walker Parking Consultants/Engineers, Inc.

Downtown was divided into 14 subzones (figure 1). Parking was inventoried in five categories: on-street parking (metered, unmetered, motorcycle, other); structure parking (non-public, public, and customer only); surface lot parking (non-public surface lots, public surface lots, public lots w/attendant); off-street parking; lot business equipment; total parking and their respective totals. Parking for each subzone by category is shown on Attachment A.

According to SANDAG's report, there were a total of 56,824 parking spaces in the Centre City area. Of those spaces, 6,590 are not available to the general parking public because they are in red-curbed no-parking zones; passenger, commercial, bus, or taxi loading zones; or are located in areas under construction.

The Walker study focused on 23-blocks in and around the Gaslamp Quarter. The study area was bounded by Broadway, 8th Avenue, Island Avenue and 3rd and 1st avenues to the west. There were approximately 5,575 parking spaces in the study area. A copy of the Walker parking study is attached.



COMMITTED TO  
THE ADVANCEMENT OF DOWNTOWN

August 11, 1995

Perry M. Dealy  
DEALY Development  
225 Broadway, St. 1710  
San Diego, CA 92101

Dear Mr. Dealy,

The Downtown San Diego Partnership is the downtown organization which has a mission to advance downtown. The Partnership has, and continues to, strongly support the expansion of the San Diego Convention Center.

Downtown has the advantage of having more than 50,000 parking spaces available. This, as compared to most downtowns in a major cities, a large inventory of parking spaces available. Almost all of these spaces are less than one mile from the Convention Center.

When this large number of spaces is added to the convenience of transit, such as the trolley and busses, and the Coaster rail and Amtrak, the San Diego Convention Center is one of the most accessible facilities on the West Coast. In addition, as a member of the Balboa Park Advisory Committee since 1978, I am very aware of more than 1500 parking spaces that are available during the week at Inspiration Point. This parking is a few blocks from a trolley stop and less than a mile and a quarter from the Convention Center.

It is critically important to the future development of the San Diego region for the expansion of the San Diego Convention Center to continue in a timely manner. We urge you to accept the Draft Environment Impact Report as presented. If there is anything the Downtown San Diego Partnership can do to assist you, please do not hesitate to contact me. Thank you for your continued support as we work together to improve San Diego.

Sincerely,

Ron Oliver  
Executive Vice President

SAN DIEGO CONVENTION CENTER CORPORATION

*Carol C. Wallace  
Executive Vice President  
and General Manager*

November 8, 1995

Mr. Jack Limber  
General Counsel  
MTDB  
1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490

Dear Jack:

This correspondence is a follow-up to our numerous meetings by and between MTDB, San Diego Trolley Inc. and the San Diego Convention Center concerning the implementation of a "free trolley loop" on the downtown segment of the San Diego Trolley (see August 8 letter).

This letter serves as a formal "letter of intent" to utilize the downtown trolley on a pre-paid basis by the Convention Center as a free shuttle of downtown parking lots to the two Convention Center trolley stops. The Convention Center will use the trolley consistent with the parking management and monitoring plan updated November 8, 1995.

The Convention Center is committed to working closely with MTDB in implementing this innovative and customer service-oriented program.

Sincerely,



Carol Wallace  
Executive Vice President/  
General Manager

CW/jb



SAN DIEGO CONVENTION CENTER CORPORATION

August 11, 1995

Mr. Perry M. Dealy  
President  
DEALY Development, Inc.  
Home Savings Tower  
225 Broadway  
Suite 1710  
San Diego, CA 92101

Re: San Diego Convention Center Expansion  
Parking Management Plan

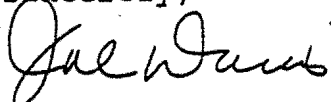
Dear Perry:

After numerous meetings with the Metropolitan Transit Development Board (MTDB) and Centre City Development Corporation (CCDC), we are very excited to have developed a foundation for a free trolley zone between Santa Fe Depot/American Plaza and MTS Tower.

The attached draft cost to operate the trolley from MTDB allows the Convention Center to implement a cost-effective off-site parking connection to the existing and expanded Center. We commit to continue working with both CCDC and MTDB to implement this free shuttle service consistent with the objectives and requirements of the Parking Management Plan.

For any additional information, kindly give me a call at your convenience.

Sincerely,



R. Joseph Davis, III  
Assistant General Manager

Attachment

cc: Carol Wallace, SDCCC  
Jon Dunchack, City of San Diego  
Pam Hamilton, CCDC  
Ron Oliver, Downtown San Diego Partnership



SAN DIEGO CONVENTION CENTER  
111 W. HARBOR DRIVE SAN DIEGO, CA 92101-7899  
619.525.3000 FAX: 619.525.3005



SAN DIEGO CONCOURSE  
102 C STREET MS 37 SAN DIEGO, CA 92101  
619.236.6500 FAX: 619.236.6349



1255 Imperial Avenue  
Suite 900  
San Diego, CA 92101-7492  
(619) 595-4949

## Memorandum

- DRAFT FOR DISCUSSION -

DATE: August 8, 1995  
TO: Peter D. Tereschuck - Vice President of Operations  
FROM: Larry A. Humiston <sup>lx</sup> - Transportation Analyst  
SUBJECT: Convention Center LRT Service Augmentation Options

---

This memo presents basic cost estimates for two Bayside shuttle train options that would be used to augment present service provided by East Line trains. The purpose is to offset loss of parking capacity due to construction of the expanded Convention Center facility.

### Assumptions:

- 30 minute headway service. This service is seen as an augmentation to regular East Line service, and would operate only during periods when the East line was on 30 minute service, the combination bringing Bayside service to 15 minute frequency. The period of time that this extra service is most likely to be required because of Convention Center events is the period from the end of 15 minute East Line service to the complete close of East Line service. This period is from 6:18 PM until 11:48 PM, a 5½ hour block of time.
- Single car trains only. Recognizing that for any option, costs would increase if more cars were required.
- Code Compliance/Security cost of \$15.00 per hour.
- Other than Code Compliance/Security, Train Operator, and power are the only costs presented. No maintenance costs are included. It is always possible that other costs, such as station maintenance, ticket selling, and Station Attendant may be desired, and would add to the figures presented.



- Note that while costs are the same for both options, Option 2 would require Switch #15, located at 12th and L Street, to be power operated to enable the train to transition from the eastward main track to the third track at the Imperial Transfer Station location. The cost of powering this switch is estimated to be between \$75,000 and \$100,000.
- Note that costs shown are per hour costs, and are based on current operating costs.
- Costing assumes that Train Operators would be available at straight time rates. Costs would increase if it were necessary to use Train Operators on overtime rates.
- Power cost figures are FY95 consumption of 233.44 KWH per train hour at a cost of \$0.098 per KWH.

Option 1 - Operate a shuttle between Imperial Terminal and County Center/Little Italy Station. This option requires a single train to operate a 30 minute headway.

Option 2 - Operate a shuttle which circulates clockwise from Imperial Terminal through downtown via C Street and 12th Avenue, and back to Imperial Transfer Station.

Train Operator .....	\$17.17
Power .....	\$22.88
Code Compliance/Security ...	\$15.00
 Total .....	 \$55.05/hour
 Estimate for 5½ hours .....	 \$302.76

cc: EWT

1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490  
(619) 231-1466  
FAX (619) 234-3407

August 2, 1995

ADM 121 (PC 100)

Mr. Jon Dunchack  
City Manager's Office  
City of San Diego  
First Interstate Bank Building  
401 B Street, 10th Floor  
San Diego, CA 92101

Dear Mr. Dunchack:

**Subject: LIGHT RAIL TRANSIT (LRT) SERVICE TO THE CONVENTION CENTER AND  
POSSIBLE PARKING USE OF MTS AUTOPARK**

We appreciate the opportunity of participating with the city and the Convention Center Corporation to evaluate ways for the San Diego Trolley to provide convenient transportation service for the Convention Center, especially for events in its expanded version.

By virtue of the fact that the LRT facilities are in place with two stations to provide access to the Convention Center, plus its linkage to the Santa Fe Depot and the C Street corridor, efficient transit service can be provided to residents and visitors attending events at the Convention Center. Our LRT stations in Centre City are in close proximity to all major hotels and parking facilities. Furthermore, with our storage yard nearby, San Diego Trolley is able to respond quickly with additional capacity should events require such increased service. For instance, San Diego Trolley has a history of providing such a response with the annual "StreetScene" event, as well as the annual July 4th fireworks at Seaport Village and events such as the Charger Celebration Parade, resulting in a relatively high percentage of patron trips using the San Diego Trolley.

Also related to San Diego Trolley service is the flexibility to provide special shuttles in Centre City if the travel demand requires additional internal circulation. A one-way loop is physically feasible, as would be shorter variations. In fact, just such a shuttle was operated during the recent Alcoholics Anonymous convention during the evening for convenience to the various hotels and activity venues that were programmed.

With regard to actually using the Trolley, we have worked with large groups in the past to offer "Day Trippers" that would allow a reduced fare for all-day, or multi-day travel. This notion works easiest when, in advance of large events, convention registration or event tickets include an amount for Trolley use, thus enabling that ticket to be used for both the Trolley and the convention/event. We would be most pleased to work with the Convention Center, ConVis, or the convention organizers directly, in order to work out the details of such a joint ticketing package that would encourage the use of the Trolley for access.

**Member Agencies:**

City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, County of San Diego, State of California

52  
Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and is Regulatory Authority for  Paratransit Administration

Mr. Jon Dunchack  
August 2, 1995  
Page 2

Finally, with regard to the MTS AutoPark, let me reemphasize our offer presented in the May 16, 1995 letter citing the opportunity for event parking at this facility. We would be pleased to work with you on a joint ticketing concept that would allow for parking, a Trolley ride, and admission to the event.

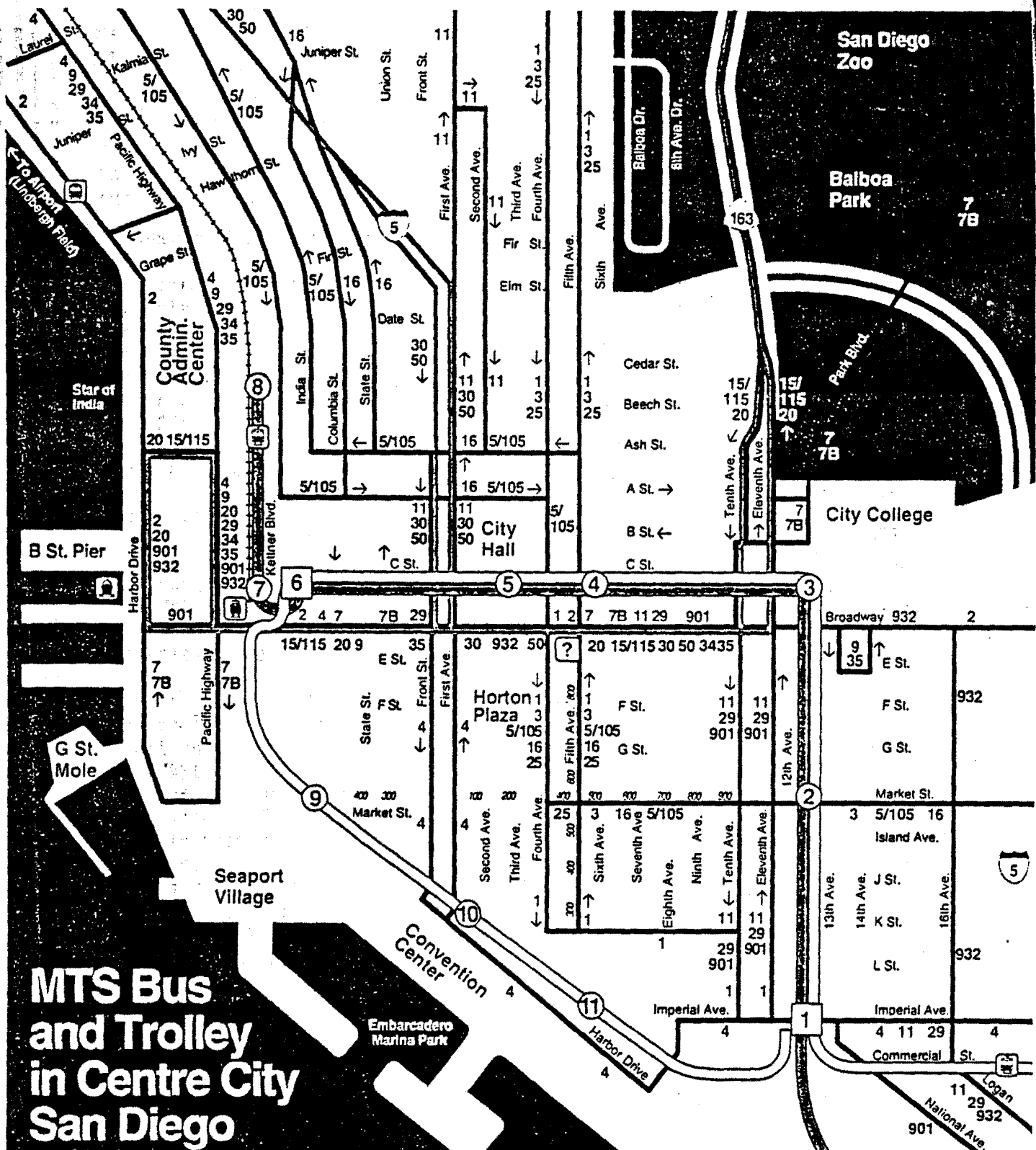
Sincerely,



Thomas F. Larwin  
General Manager

TFL:dag  
L-DUNCHACK.TFL

cc: Langley C. Powell, President/General Manager, San Diego Trolley, Inc.



# MTS Bus and Trolley in Centre City San Diego

- Local Bus Routes
- Express Bus Routes (see reverse for additional express routes)
- San Diego Trolley South Line
- San Diego Trolley East Line
- The Transit Store
- Amtrak
- Bay Ferry

- ### Trolley Stations
- Imperial & 12th Transfer Station and MTS AutoPark
  - Market & 12th
  - City College
  - Fifth Avenue
  - Civic Center
  - America Plaza Transfer Station
  - Santa Fe Depot
  - County Center/Little Italy
  - Seaport Village
  - Conv. Ctr. West
  - Gaslamp/Conv. Ctr.

- ### Bus Routes Serve Popular Destinations
- Airport.....Route 2 (every 10 min.)
  - Balboa Park/Museums...Route 7, 7B (every 6 min.)
  - Coronado.....Route 901
  - La Jolla.....Route 30 and 34
  - Pacific Beach.....Route 30, 34 and 9
  - Old Town.....Route 4 and 5
  - San Diego Zoo.....Route 7, 7B (every 6 min.)
  - Sea World.....Route 9

0 500 1000 Feet  
 Approximate Scale  
 © MTCB 1992

Del Mar

Rancho Penasquitos

Poway

La Jolla

Mira Mesa

Centre City Inset

See reverse for local and urban routes

Pacific Beach

Mission Beach

Tierrasanta

Clairmont Mesa Blvd.

Tierrasanta Blvd.

Mission Village

Mission Gorge

San Diego

East San Diego

Kensington

University Ave.

San Diego

San Diego

San Diego

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# MTS and NCTD Express and Rush Hour Bus and Trolley Routes Only



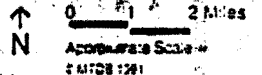
Metropolitan Transit System (MTS) and North County Transit District (NCTD) Express Bus Routes operate daily; usually more frequently during weekday rush hours.

Rush Hour Bus Routes operate only on weekday mornings and afternoons.

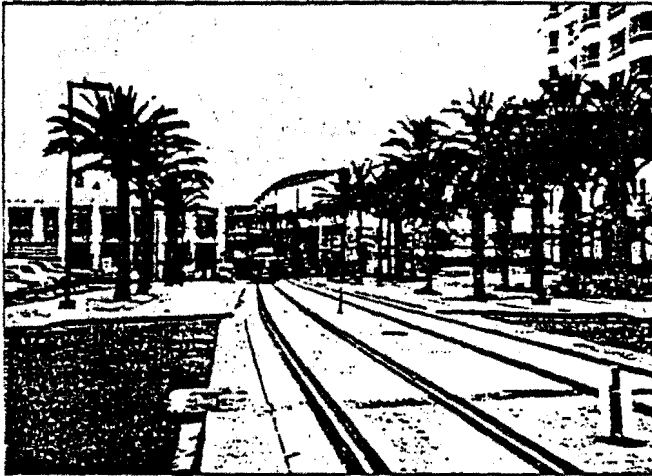
San Diego Trolley Routes provide daily service every 15 minutes. The South Line operates every 10 minutes during weekday rush hours.

Express and Rush Hour bus and trolley routes coordinate with other MTS and NCTD local and urban bus routes which are not shown on this map. For a large fold up map (showing all MTS and NCTD routes), send \$1.00 to Regional Transit Map, c/o MTDS, 1255 Imperial Ave., Suite 1000, San Diego, CA 92101-7490.

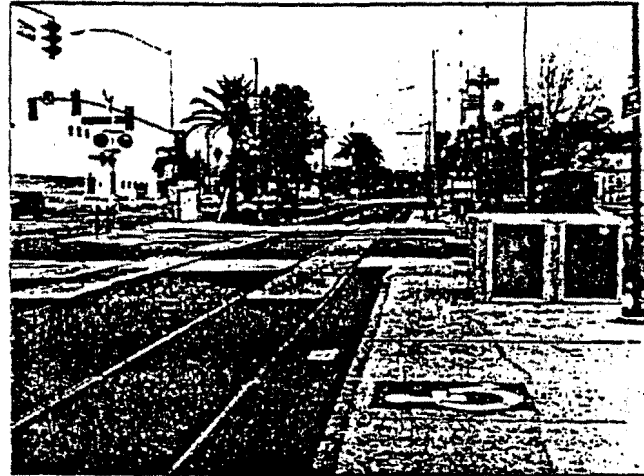
- ② Stations
- ① Transfer Stations



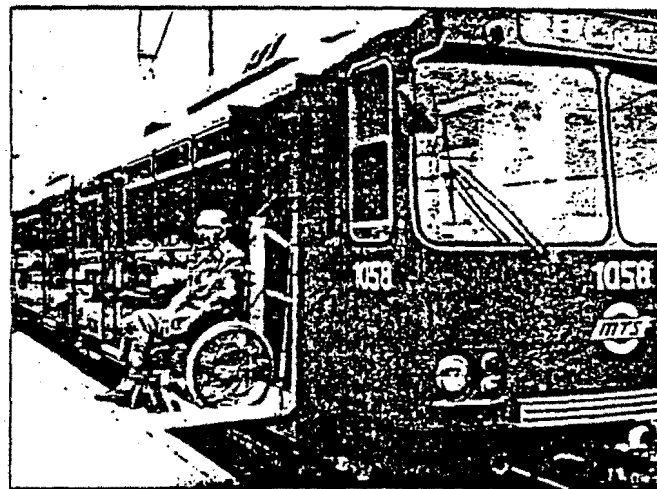
# LRT Design Criteria Examples



*Centre City 11-foot track centers with concrete paving.*



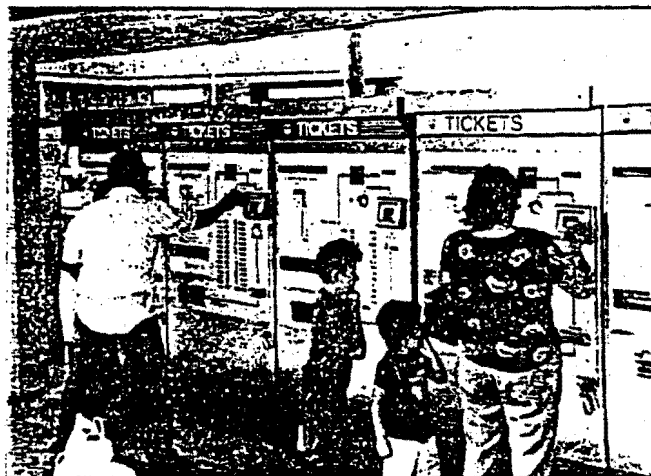
*Open track 14-foot centers with landscaping and bike lockers.*



*Handicapped lifts available on all light rail vehicles.*



*Standard station shelter with paved trackway.*



*Ticket vending machines for self-service fare collection.*

## LRT DESIGN CRITERIA FACT SHEET

A Light Rail Transit (LRT) Design Criteria manual has been published as a set of general guidelines for planning and design of LRT extensions and improvements. The system design shall be consistent with the LRT principle of minimum feasible capital cost, applicable regulations and law, and the MTDB operating plan adopted for each operating line.

Some of the important design criteria to be used in LRT design are included in this summary.

<b>RIGHT-OF-WAY</b>	Open track standard .....	35 feet
	Open track centers .....	14 feet
	Street track standard .....	22 feet
	Street track centers .....	11 feet
<b>TRACKAGE</b>	Design speed .....	50 mph
	Desirable minimum curve radius .....	1500 feet
	Desirable maximum grade .....	4.3 percent

**VEHICLE (LIGHT RAIL VEHICLE (LRV) )**

<i>Manufacturer</i>	Siemens Duewag
<i>Type LRV</i>	Double-ended articulated car
<i>Train consist</i>	Maximum four cars
<i>Length of LRV</i>	80 ft.
<i>Contact wire height</i>	
<i>maximum</i>	22 ft.-6 in.
<i>minimum</i>	14 ft.
<i>Traction power system</i>	Approximately 600 volts, D.C.

**STATIONS**

Platform length .....	360 ft.
Platform width, each side .....	15 ft.
Primary typical shelter .....	20 ft. x 56 ft.
Secondary shelters, minimum .....	3 ft. x 7 ft.
Handicapped access required .....	All shelters
Self-service fare collection	

**LANDSCAPING**

Primarily at stations
Drought resistant
Low maintenance

For more detailed criteria, the complete LRT Design Criteria is available at MTDB offices. Contact Debbie Bridge at (619) 557-4523 for the cost of the manual and delivery.

July 1992

## APPENDIX B

### Will Serve Letters

- a) MTS (MTDB Headquarters)
- b) Salvation Army
- c) Koll Center
- d) City Parkade
- e) Inspiration Point
- f) City College
- g) 550 West C Street
- h) San Diego Sports Arena
- i) Parking Palace



1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490  
(619) 231-1466  
FAX (619) 234-3407

November 3, 1995

LEG 400 (PC 100)

Ms. Carol Wallace  
Executive Vice President - General  
Manager  
San Diego Convention Center Corporation  
111 West Harbor Drive (MS 51J)  
San Diego, CA 92101

Dear Carol:

Subject: SAN DIEGO CONVENTION CENTER EXPANSION OFF-SITE PARKING


This will confirm that MTS AutoPark, located at 1255 Imperial Avenue, owned by the Regional Building Authority (a Joint Powers Agency of the county of San Diego and MTDB), will be available to the San Diego Convention Center "for rent" on nights, weekends, and holidays (up to 800 spaces) and between 8:00 a.m. and 5:00 p.m. Monday through Friday (up to 200 spaces) as part of your "Parking Management Plan" for peak events requiring supplemental off-site parking.

We realize that the specific details will need to be worked out between the Convention Center Corporation and the Regional Building Authority per your scheduling commitments.

We look forward to the San Diego Convention Center expansion opening as soon as possible, and will be pleased to have our property management company work out more specific details and economics close to occupancy of the expansion.

For any additional comments or information, kindly call me at your convenience.

Sincerely,



Jack Limber  
General Counsel

JPL:1st  
L-CWALLC.JPL

cc: Dick Shope, Pacific Southwest Realty  
Chuck Gaines, County of San Diego

Member Agencies:

City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of San Marcos, County of San Diego, State of California

Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and is Regulatory Authority for  Paratransit Administration

Subsidiary Corporations:  San Diego Transit Corporation,  San Diego Trolley, Inc. and  San Diego & Arizona Eastern Railway Company



# THE SALVATION ARMY

## SIERRA DEL MAR DIVISION

P.O. Box 2688 • SAN DIEGO, CA 92112  
825 SEVENTH AVENUE • SAN DIEGO, CA 92101  
619 / 231-6000 • FAX 619 / 231-6001



William Booth  
*Founder*

Paul A. Rader  
*General*

Commissioner Peter H. Chang  
*Territorial Commander*

Lt. Colonel Raymond L. Peacock  
*Divisional Commander*

November 3, 1995

Ms. Carol Wallace  
Executive Vice President - General Manager  
San Diego convention Center Corporation  
111 West Harbor Drive, M. S. 51J  
San Diego, CA 92101

RE: SAN DIEGO CONVENTION CENTER EXPANSION  
OFF SITE PARKING PROGRAM

Dear Carol:

This will confirm that The Salvation Army's parking, located at 7th Avenue & E Street, will be available for the expanded San Diego Convention Center "for rent" on nights, weekends and holidays (up to 600 spaces) and 8:00 a.m. to 5:00 p.m. Monday through Friday (up to 300 spaces) to be part of your "Parking Management Plan" for peak events requiring supplemental off site parking.

We realize that the specific details will need to be worked out per your scheduling commitments.

We look forward to the San Diego Convention Center expansion opening as soon as possible and will work out more specific details and economics close to occupancy of the expansion expected in 1998.

For any additional comments or information, kindly call me at your convenience.

Kind regards.

Sincerely,

*Rudy Hedgren*

Major Rudy Hedgren  
DIVISIONAL SECRETARY

SIGNED BY  
INSTRUCTION *kg*

RH/kg



San Diego County

San Bernardino County

Riverside County

Imperial County



Ace Parking Management, Inc.

Scott A. Jones  
Chairman  
CEO

The Mission: Convenient parking with outstanding service

November 4, 1995

Ms. Carol Wallace  
Executive Vice President - General Manager  
SAN DIEGO CONVENTION CENTER CORPORATION  
111 West Harbor Drive, M. S. 51J  
San Diego, CA 92101

Re: San Diego Convention Center Expansion  
Off Site Parking Program

Dear Carol:

This will confirm that Koll Center's parking located at 540 Broadway, will be available for the San Diego Convention Center "for rent" on nights weekends and holidays (up to 500 spaces) and 8:00 a.m. to 5:00 p.m., Monday through Friday (up to 100 spaces) to be a part of your "Parking Management Plan" for peak events requiring supplemental off-site parking.

We realize that the specific details will need to be worked out per your scheduling commitments.

We look forward to the San Diego Convention Center expansion opening as soon as possible and will work out more specific details and economics close to occupancy of the expansion.

For any additional comments or information, kindly call me at your convenience.

Sincerely,

Steve Burton  
Vice President

Corporate Office: 645 Ash Street San Diego, CA 92101-3211 (619) 233-6624 FAX (619) 233-0741

Regional Offices: Newport Beach, CA, Pasadena, CA, Dallas, TX, and Portland, OR

Customer Service: 1-800-925-PARK (7275)



THE CITY OF

# SAN DIEGO

CITY ADMINISTRATION BUILDING • 202 C STREET • SAN DIEGO, CALIFORNIA 92101 - 3869

OFFICE OF THE  
CITY MANAGER  
(619) 236-6363

November 3, 1995

Ms. Carol Wallace  
Executive Vice-President - General Manager  
San Diego Convention Center Corporation  
111 West Harbor Drive  
San Diego, CA 92101

RE: San Diego Convention Center Expansion  
Off Site Parking Program

Dear Carol:

This will confirm that Evan J. Jones Parkade will be available for the expanded San Diego Convention Center "for rent" on nights, weekends and holidays (up to 500 spaces) and 8:00 a.m. to 5:00 p.m. Monday - Friday (up to 100 spaces) to be part of your "Parking Management Plan" for peak events requiring supplemental off site parking.

We realize that the specific details will need to be worked out per your scheduling commitments.

We look forward to the San Diego Convention Center expansion opening as soon as possible and will work out more specific details and economics cost to occupancy of the expansion expected in 1998.

For any additional comments or information, kindly call me at your convenience.

Sincerely,

JACK MCGRORY  
City Manager



THE CITY OF

# SAN DIEGO

CENTRAL DIVISION • 2125 PARK BLVD. • SAN DIEGO, CALIFORNIA 92101 - 4792  
PHONE (619) 235-1100 • FAX (619) 235-1160

PARK & RECREATION  
DEPARTMENT

November 6, 1995

JACK KRASOVICH  
Deputy Director

Carol Wallace  
Executive Vice President - General Manager  
San Diego Convention Center Corporation  
111 West Harbor Drive, M.S. 51J  
San Diego, CA 92101

Re: San Diego Convention Center Expansion  
Off Site Parking Program

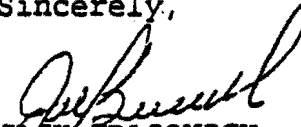
Dear Carol:

This will confirm that Inspiration Point's two lower public parking lots, located in Balboa Park, will be available for the expanded San Diego Convention Center, 8:00 a.m. - 5:00 p.m. Monday through Friday, to be part of your "Parking Management Plan" for peak events requiring supplemental off site parking. Please be advised that these public lots cannot be reserved and are available on a first come, first served basis.

We realize that the specific details will need to be worked out per your scheduling commitments and we look forward to the San Diego Convention Center expansion opening as soon as possible.

For any additional comments or information, kindly call me at your convenience.

Sincerely,

  
JACK KRASOVICH  
Deputy Director

kjn

cc: Park & Recreation Director  
John Leppert



DIVERSITY  
BRINGS US ALL TOGETHER

# San Diego City College

1313 Twelfth Avenue, San Diego, CA 92101-4787 (619) 230-2400 FAX 230-2063



November 3, 1995

Office of the President  
230-2453

Ms. Carol Wallace  
Executive Vice President - General Manager  
San Diego Convention Center Corporation  
111 West Harbor Drive, M.S. 51J  
San Diego, CA 92101

RE: San Diego Convention Center Expansion  
Off-Site Parking Program

Dear Carol:

This will confirm that San Diego City College located at 1313 Twelfth Avenue will be available for the expanded San Diego Convention Center "for rent" on Friday nights, weekends and holidays (up to 524 spaces) to be part of your "Parking Management Plan" for peak events requiring supplemental off-site parking.

We realize that the specific details will need to be worked out per your scheduling commitments.

We look forward to the San Diego Convention Center expansion opening as soon as possible and will work out more specific details and economics close to occupancy of the expansion expected in 1998.

For any additional comments or information, kindly call me at your convenience.

Sincerely,

Jerome Hunter, Ed.D.  
President

JH/ct



L&B Institutional Property  
Managers of California, Inc.

November 6, 1995

Ms. Carol Wallace  
Executive Vice President - General Manager  
San Diego Convention Center Corporation  
111 West Harbor Drive, M.A. 51J  
San Diego, CA 92101

Re: San Diego Convention Center Expansion  
Off Site Parking Program

Dear Ms. Wallace:

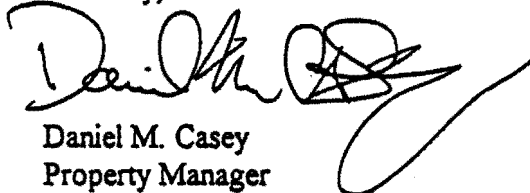
This will confirm that 550 Corporate Center located at 550 West "C" Street will be available for the expanded San Diego Convention Center "For Rent" on week nights, weekends and holidays (up to 500 spaces) to be part of your "Parking Management Plan" for peak events requiring supplemental off site parking.

We realize that the specific details will need to be worked out per your scheduling commitments.

We look forward to the San Diego Convention Center expansion opening as soon as possible and will work out more specific details and economics close to occupancy of the expansion.

For any additional comments or information, Kindly call me at your convenience.

Sincerely,

  
Daniel M. Casey  
Property Manager

3500 Sports Arena Boulevard  
San Diego California 92110



(619) 225-9810  
(Fax) 224-3010

November 3, 1995

Ms. Carol Wallace  
Executive Vice President - General Manager  
San Diego Convention Center Corporation  
111 West Harbor Drive, M.S. 51J  
San Diego, CA 92101

Re: San Diego Convention Center Expansion  
Off Site Parking Program

Dear Carol:

This will confirm that the San Diego Sports Arena, located at 3500 Sports Arena Boulevard, will be available for the San Diego Convention Center Corporation's "Parking Management Plan" for peak events requiring supplemental off site parking. We understand that you are seeking up to 268 spaces on a rental basis, Monday through Friday from 8:00 a.m. to 5:00 p.m. Generally, we have this many spaces available during those times.

This offer to provide parking spaces is subject to a rental agreement with terms and conditions satisfactory to the San Diego Sports Arena and the San Diego Convention Center Corporation.

For any additional comments or information, kindly call me at your convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Quinn". The signature is fluid and cursive, written over the typed name and title.

Jeff Quinn  
General Manager

JBQ:ljt

cc: Ron Hahn  
Ernie Hahn  
Mark Neiber

File: SPTSAR: LSE: PARKING LOT LEASE - SAN DIEGO CONVENTION CENTER  
n:\wpdocs\l\se\sdccc.lse





Ace Parking  
Management, Inc.

Scott A. Jones  
Chairman  
CEO

The Mission: Convenient parking with outstanding service

November 8, 1995

Ms. Carol Wallace  
Executive Vice President - General Manager  
SAN DIEGO CONVENTION CENTER CORPORATION  
111 West Harbor Drive, M. S. 51J  
San Diego, CA 92101

Re: San Diego Convention Center Expansion  
Off Site Parking Program

Dear Carol:

This will confirm that the Parking Palace, located at 1350 Sixth Avenue, will be available for the expanded San Diego Convention Center "for rent" on nights weekends and holidays (up to 600 spaces) to be a part of your "Parking Management Plan" for peak events requiring supplemental off-site parking.

We realize that the specific details will need to be worked out per your scheduling commitments.

We look forward to the San Diego Convention Center expansion opening as soon as possible and will work out more specific details and economics close to occupancy of the expansion expected in 1996.

For any additional comments or information, kindly call me at your convenience.

Sincerely,

A handwritten signature in cursive script that reads "William Porter".

William R. Porter  
Executive Vice President

Corporate Office: 645 Ash Street San Diego, CA 92101-3211 (619) 233-6624 FAX (619) 233-0741

Regional Offices: Newport Beach, CA, Pasadena, CA, Dallas, TX, and Portland, OR

Customer Service: 1-800-925-PARK (7275)