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STATE OF CALIFORNIA—THE RESOURCES AGENCY

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CALIFORNIA COASTAL COMMISSION

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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 January 10-12, 1996).

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, the 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.

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 twenty 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 as proposed by the Port District is not listed as an appealable development in Section 30715. Similarly, the partial subgrade alignment of Harbor Drive and the minor improvements to the Eighth Avenue/Harbor Drive intersection do not constitute appealable developments under the meaning of Section 30715 because Harbor Drive will not be closed, realigned, or significantly altered in any manner that will adversely affect road capacity or level of service. The proposed improvements to the Eighth Avenue/Harbor Drive intersection do not involve significant alterations of the roadbed or reductions in service capacity. Levels of service are projected to improve as a result of the proposed subgrade and improvements. 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 and entrance to the existing Convention Center subterranean parking garage would be vacated, and Eighth Avenue would be designated for vehicular 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 off-site 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 the Convention Center 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 the Seaport Village retail complex is located farther west. 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 which would exist 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 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 10:30 p.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 Center 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 10:30 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 has in the past been little known, unmarked and underutilized, but new public access signage recently installed by the Port is expected to increase the public's utilization of this accessway. The route's inclusion in the public access documents (visitor brochures and other media information services) will also increase the public's 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 could eliminate up to an additional 100 spaces, although the number of spaces presently identified to be eliminated by the entrance is only 40. 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. Vertical access to and parking near the bay is very limited in this area, with 133 spaces available at Embarcadero Marina Park South, 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 Park patrons to access Embarcadero 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,

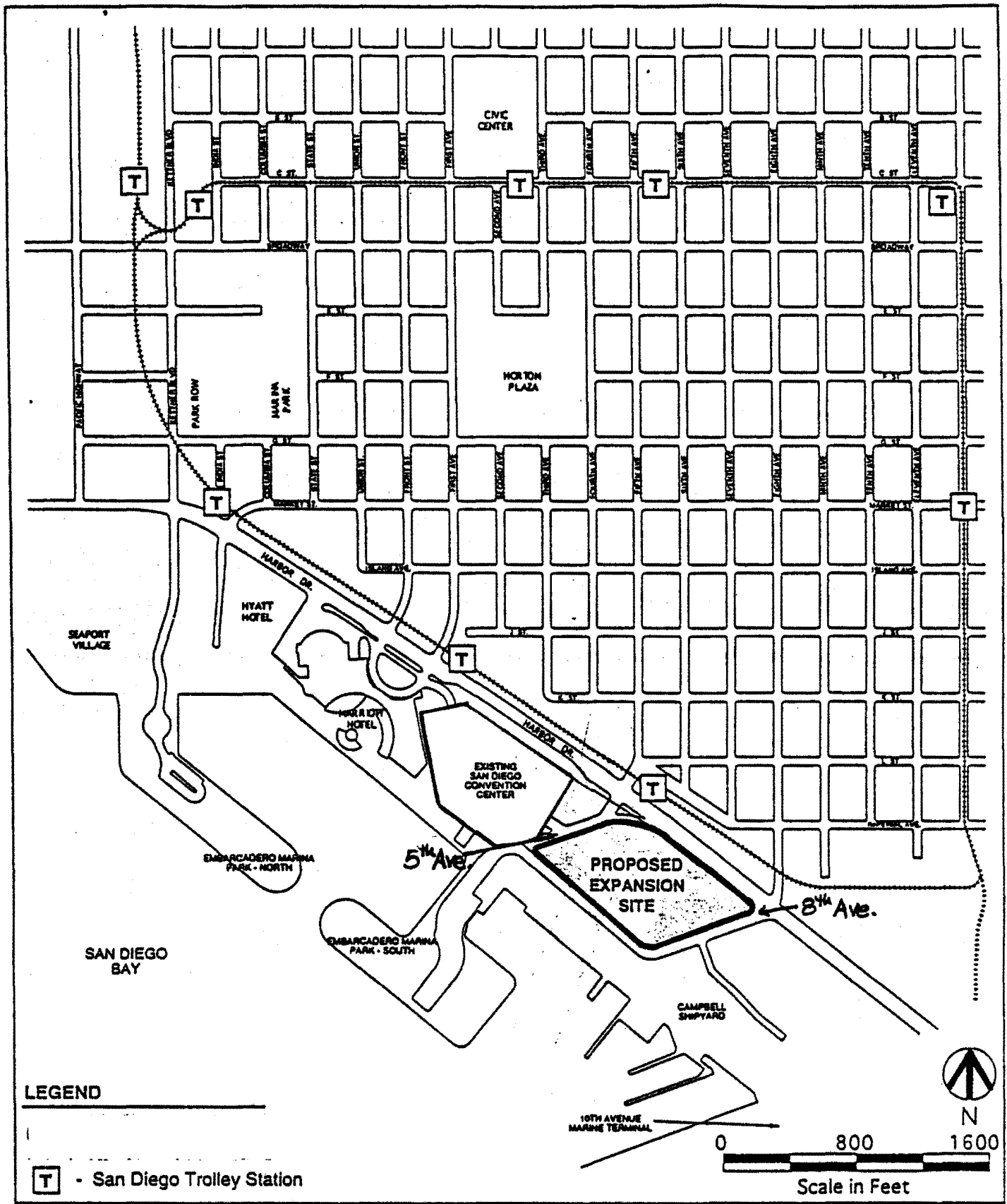
bi-weekly testing of the effluent would be conducted prior to discharge, to ensure it meets the City's discharge limits. No construction discharges to the bay would occur.

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

(13)

Document No. **33619**
Filed **NOV 22 1995**
SD UNIFIED PORT DISTRICT Clerk's Office

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 | | | WATER | | | TOTAL | | | |
|---|-------------------|---------------|-----------------------------|---------------|---------|-------------------|---------------|----------------|------------|
| USE | ACRES | | USE | ACRES | | ACRES | | % OF TOTAL | |
| | Existing | Revised | | Existing | Revised | Existing | Revised | Existing | Revised |
| COMMERCIAL | 349.7 | 362.7 | | 415.7 | | 709.4 | 778.4 | 15% | 15% |
| MARINE SALES AND SERVICES | 26.2 | | MARINE SERVICES BERTHING | 23.1 | | | | | |
| AIRPORT RELATED COMMERCIAL | 38.0 | | | | | | | | |
| COMMERCIAL FISHING | 7.6 | | COMMERCIAL FISHING BERTHING | 50.0 | | | | | |
| COMMERCIAL RECREATION | 274.2 | 287.2 | RECREATIONAL BOAT BERTHING | 332.3 | | | | | |
| SPORTFISHING | 3.7 | | SPORTFISHING BERTHING | 10.3 | | | | | |
| INDUSTRIAL | 1179.5 | 1167.7 | | 192.7 | | 1672.2 | 1360.4 | 26% | |
| AVIATION RELATED INDUSTRIAL | 204.5 | | | | | | | | |
| INDUSTRIAL BUSINESS PARK | 52.2 | | | | | | | | |
| MARINE RELATED INDUSTRIAL | 358.9 | 345.1 | SPECIALIZED BERTHING | 141.1 | | | | | |
| MARINE TERMINAL | 149.6 | | TERMINAL BERTHING | 51.6 | | | | | |
| INTERNATIONAL AIRPORT | 416.3 | | | | | | | | |
| PUBLIC RECREATION | 253.9 | | | 278.1 | | 532.0 | | 10% | |
| OPEN SPACE | 19.1 | | OPEN BAYWATER | 278.1 | | | | | |
| PARK | 128.6 | | | | | | | | |
| GOLF COURSE | 98.2 | | | | | | | | |
| PROMENADE | 10.0 | | | | | | | | |
| CONSERVATION | 394.7 | | | 1069.6 | | 1464.3 | | 28% | |
| WETLANDS | 304.9 | | ESTUARY | 1069.6 | | | | | |
| HABITAT REPLACEMENT | 89.8 | | | | | | | | |
| PUBLIC FACILITIES | 229.7 | 222.5 | | 375.8 | | 599.5 | 598.3 | 11% | |
| 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 | 218.1 | 216.9 | SHIP ANCHORAGE | 24.8 | | | | | |
| MILITARY | 25.9 | | | 125.6 | | 151.5 | | 3% | |
| NAVY FLEET SCHOOL | 25.9 | | NAVY SMALL CRAFT BERTHING | 6.2 | | | | | |
| | | | NAVY SHIP BERTHING | 119.4 | | | | | |
| AREA UNDER STUDY | 0.0 | | | 402.8 | | 402.8 | | 8% | 7% |
| TOTAL LAND AREA | 2427.4 | | TOTAL WATER AREA | 2860.3 | | | | | |
| MASTER PLAN LAND AND WATER ACREAGE TOTAL | | | | | | 5287.7 | | 100% | |

| | | | | | | |
|---------------------|--|--|--|---------------|----------------|---|
| Planning Department | TABLE 4 MASTER PLAN LAND AND WATER USE ALLOCATIONS | | | Date 03/09/95 | Master Plan |  |
| | | | | Drn 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.

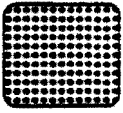
Tideland development takes place in an aquatic environment, subject to the rigors of ocean water, wind, wave and tidal action. Although San Diego Bay is offered a degree of protection from the ocean by land barriers, conditions within the bay caused by both weather and ship activity create needs for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

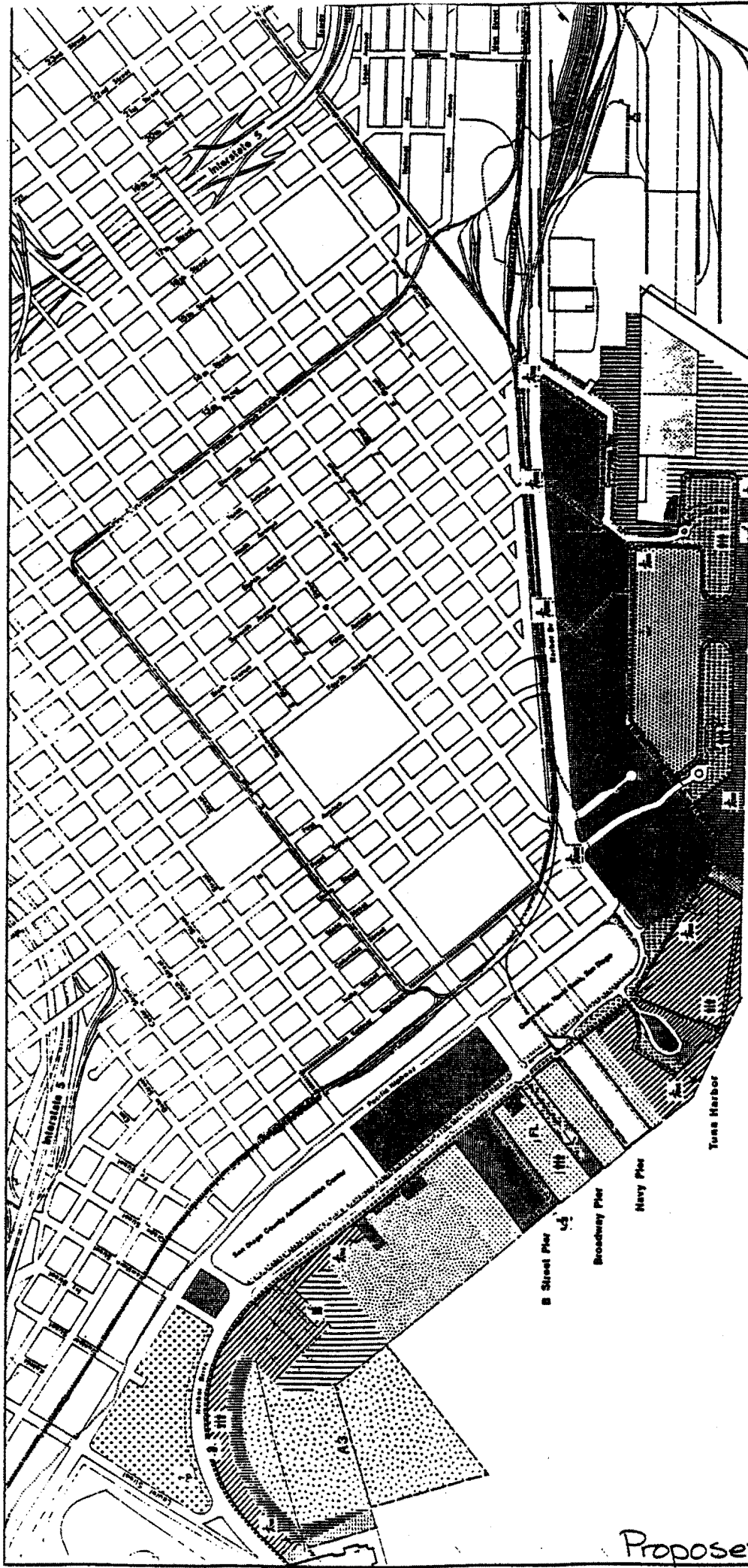
Hotels constitute a significant part of the local recreation industry and, as generators of ancillary business such as restaurants and specialty shops, have an important influence on land use. Uses typically associated with hotels, frequently in the same building or on the same site, include lodging; 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 |
| COMMERCIAL | 92.8 | 105.8 | | 65.3 | | 158.1 | 171.1 | 36% | 39% |
| COMMERCIAL FISHING | 4.7 | | COMMERCIAL FISHING BERTHING | 44.3 | | | | | |
| COMMERCIAL RECREATION | 88.1 | 101.1 | RECREATIONAL BOAT BERTHING | 21.0 | | | | | |
| INDUSTRIAL | 53.9 | 42.1 | | 38.1 | | 92.0 | 80.2 | 21% | 19% |
| AVIATION RELATED INDUSTRIAL | 22.3 | | | | | | | | |
| MARINE RELATED INDUSTRIAL | 24.7 | 12.9 | SPECIALIZED BERTHING | 15.5 | | | | | |
| MARINE TERMINAL | 6.9 | | TERMINAL BERTHING | 22.6 | | | | | |
| PUBLIC RECREATION | 40.4 | | | 4.7 | | 45.1 | | 10% | |
| OPEN SPACE | 0.5 | | OPEN BAY/WATER | 4.7 | | | | | |
| PARK/PLAZA | 35.2 | | | | | | | | |
| PROMENADE | 4.7 | | | | | | | | |
| PUBLIC FACILITIES | 46.4 | 45.2 | | 92.8 | | 199.2 | 138.0 | 32% | |
| STREET | 46.4 | 45.2 | BOAT NAVIGATION CORRIDOR | 43.2 | | | | | |
| | | | SHIP NAVIGATION CORRIDOR | 24.8 | | | | | |
| | | | SHIP ANCHORAGE | 24.8 | | | | | |
| TOTAL LAND AREA | 233.5 | | TOTAL WATER AREA | 200.9 | | | | | |
| PRECISE PLAN LAND AND WATER ACREAGE TOTAL | | | | | | 434.4 | | 100% | |

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



Land

COMMERCIAL

Commercial Fishing

Commercial Recreation

Marine Terminal

Marine Related

Aviation Related

Water

Commercial Fishing Berthing

Fuel Dock

Recreation Boat Berthing

Terminal Berthing

Specialized Berthing

Public Recreation

Park/Plaza

Promenade

Open Space

Public Access

Viola Area

Historic Feature

Public Facilities

Comfort Station

Customs

Anchorage Landing

Ferry Landing

Boat Navigation Corridor

Ship Navigation Corridor

Ship Anchorage

Boat Anchorage

Legend:

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

Scale

Planning Department

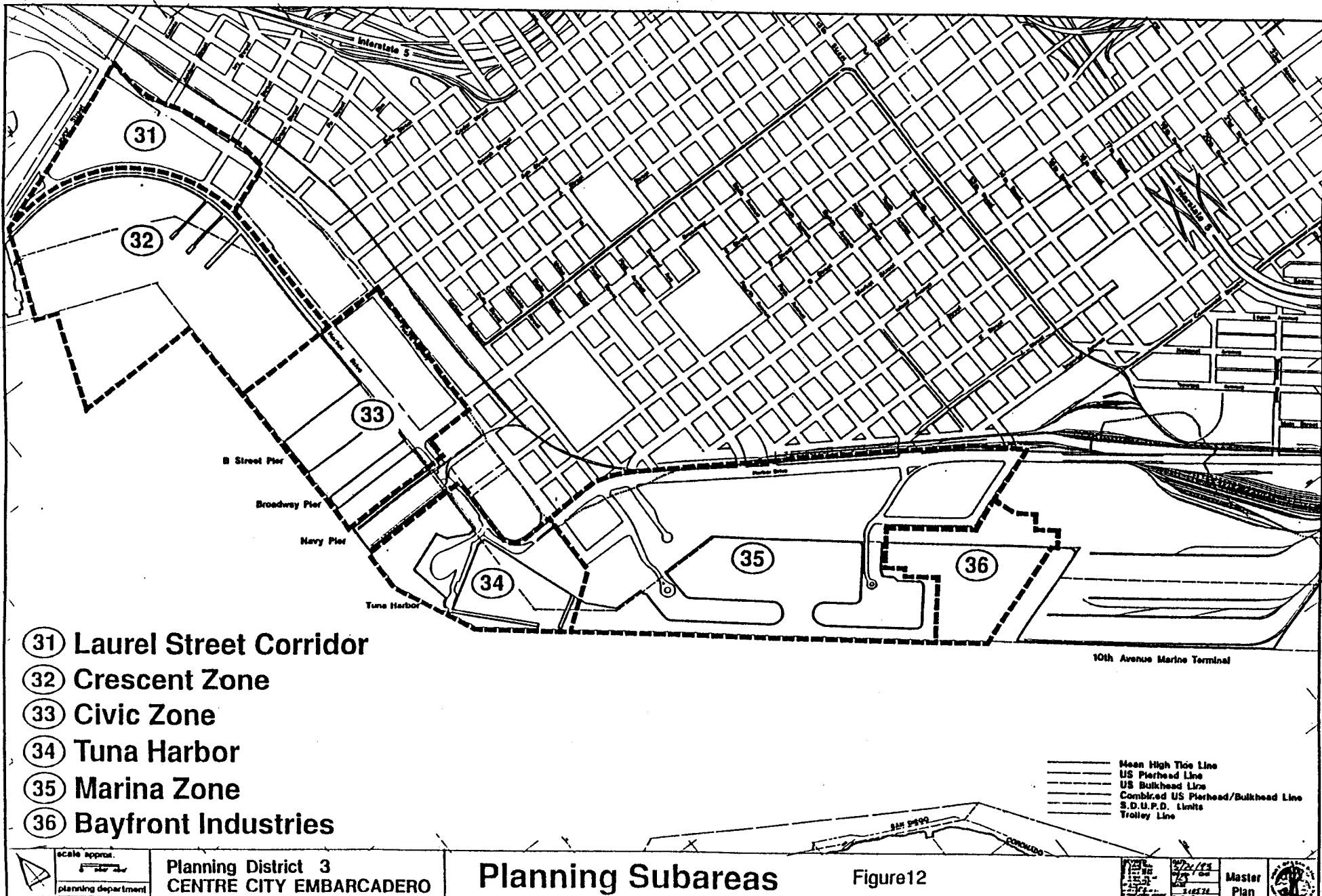
Figure 4

PRECISE PLAN

Planning District 3

CENTRE CITY EMBARCADERO

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, landscaping and parking spaces infrastructure, not including groundwater treatment, and landscape improvements; Parking Management Plan and Monitoring Program; public access program | 35 | T | N | 1996-98 |
| 9. HARBOR DRIVE, Convention Center: Subgrade alignment | 35 | T | N | 1996-98 |
| 10. HARBOR DRIVE AND EIGHTH AVENUE INTERSECTION: Construct intersection for cross traffic and turning movements | 35 | P | N | 1996-98 |
| 11. STORM DRAIN AND SEWER LINE: Relocation and new construction | 36 | T | N | 1996-98 |
| P - Port District T - Tenant N - No Y - Yes | | | | |

[End of plan amendment.]



Port of San Diego

and Lindbergh Field Air Terminal

(619) 686-6200 • P.O. Box 488, San Diego, California 92112-0488

December 5, 1995

Copy: L. J. Simon
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DEC 12 1995

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Carl Williams, Esq., Chairman
California Coastal Commission
45 Fremont Street, 20th Floor
San Francisco, CA 94105-2219

**SUBJECT: SAN DIEGO CONVENTION CENTER EXPANSION PORT MASTER PLAN
AMENDMENT (AGENDA ITEM 14 (B), THURSDAY, DECEMBER 14, 1995)**

Dear Mr. Chairman:

At its meeting on December 14, 1995, the California Coastal Commission ("CCC") is scheduled to hear and consider the proposed Master Plan Amendment by the San Diego Unified Port District ("SDUPD") for the San Diego Convention Center expansion ("PMPA 21"). The purpose of this letter is to provide Coastal Commissioners with an overview of this Amendment, especially its public access enhancement program.

Background

In December, 1984, the CCC on a vote of 12-0 certified SDUPD Port Master Plan Amendment 6, which provided for the development of the San Diego Convention Center between Harbor Drive and the extended San Diego Bay-Embarcadero Promenade. (See Exhibit 1.) On the basis of the high level of specificity presented in that Amendment and project design, and the fact that convention centers are not listed in the Coastal Act as an appealable development, the CCC concurred with SDUPD that the San Diego Convention Center is not an appealable project pursuant to Section 30715 (a). (CCC "Findings for Commission Action of November 30, 1984, on SDUPD Master Plan Amendment No. 6," 1985, Page 6.)

Between its opening in 1989 and 1993, the Convention Center has served more than 4.3 million conventioners and visitors from throughout California, the United States, and the world, and in the process generated over \$1.1 billion for the regional San Diego economy. (Final Convention Center Expansion EIR, November, 1995, Page 2-1.) The Convention Center has thus rapidly become a major coastal zone recreational facility of supra-local significance. Among its many other architectural and functional accomplishments, it provides large elevated public viewing areas of San Diego Bay through its bayside terraces, which connect directly to the six-mile long public promenade along the Bay. (Exhibits 2,3.) One of the programmatic objectives of PMPA 21, which is described in greater detail below, is to enhance the regional public usability of these rather spectacular public spaces overlooking San Diego Bay.

| |
|-------------------------------|
| EXHIBIT NO. 3 |
| APPLICATION NO. |
| PMPA #21 Convention |
| Center |
| Letter from Applicant |
| California Coastal Commission |

Proposed Master Plan Amendment

Master Plan Amendment 21 proposes to redesignate a former industrial site, which has served for the past five years as a surface parking lot, to allow for the 879,000 square foot expansion for the Convention Center. The purpose of the expansion is to maintain and improve the Convention Center's competitive market position vis-a-vis the other premier convention facilities in North America. The SDUPD determined that this former industrial site is not required for planned long-term maritime industrial uses on San Diego Bay, because of the availability of other better located vacant sites and the fact that it is neither served by rail nor adjacent to the Bay or its deep-draft ship channel.

As a result of extensive and productive consultation with CCC staff, PMPA 21 includes, by specific reference, the Port's "Public Access Program" (November 9, 1995) for the Embarcadero shoreline and adjacent urban area. (At amended Master Plan Page 89.) In addition to significant at-grade pedestrian accessway improvements on both sides of Eighth Avenue, between Harbor Drive and the entrance to Embarcadero Marina Park South, the Access Program provides for:

- a comprehensive area-wide Bay access signage and visitor informational program, including distinctive Bay access pavement markings;
- a 20-75 feet wide landscaped "Skywalk" across the expanded Convention Center that at its narrowest is twice as wide as a typical sidewalk, such as the one adjacent to the entranceway into the existing Convention Center subterranean garage, which will be removed;
- clearly identified public stairs, elevators, and a funicular to connect the Harbor Drive sidewalk with the Skywalk, and a new handicapped-accessible ramp (as well as elevators) to connect it with the Embarcadero Promenade;
- a series of elevated bayside public terraces with environmental/historical interpretive materials and supporting facilities (benches, telescopes, etc.); and,
- a further elevated public vista point overlooking San Diego Bay on the new southwest corner of the Center.

Public access signage to and along Eighth Avenue and to the shoreline will be in place before the commencement of construction of the expanded Center; access and vista facilities that are part of the expansion project are required to be completed and opened for daily public use between 6:00 am and 10:00 pm as a condition of the occupancy permit. The public open space at the southern corner of the expanded Center will be enhanced with significant mature landscaping, both to soften the edge effect of the building and to further invite the public to the shoreline.

Carl Williams, Esq., Chairman
November 5, 1995
Page 3

The Convention Center expansion project applicant, the City of San Diego, proposes to provide no new on-site parking to serve the Center, but rather to implement a tiered off-site parking management, traffic congestion control, and long-term monitoring program. This "Parking Program" is also incorporated by reference into PMPA 21 (at amended Page 89a) with the specific proviso that the San Diego Convention Center Corporation, a public benefit corporation of the City of San Diego, the Convention Center operator will be required (as a condition of project EIR and coastal permit approval) to implement the Parking Program "to meet the needs of convention center visitors and support functions, as well as the public seeking access to the Embarcadero Marina Park South."

Consistent with CCC's 1984 guiding decision, PMPA 21 lists the Convention Center expansion project as non-appealable. (See amended Table 11 at Master Plan Page 90.) As a result of further consultation with Coastal Commission legal and policy staff, the Master Plan Amendment specifically excludes any groundwater treatment facility from this project on the basis that any incidental foundation or utility line construction groundwater treatment facility for this project will be discharged into the San Diego regional wastewater treatment system for processing. In addition, and again as a result of consultation with CCC staff, the partial subgrade alignment of Harbor Drive to create a new entrance to the existing parking structure and the Harbor Drive/Eighth Avenue intersection improvements are for intra-Port circulation and hence non-appealable development projects. Relocation and new construction of storm drain and sewer line facilities are likewise normal and traditional ancillary activities with the Port and therefore also non-appealable.

PMPA 21 also contains an updated Planning District 3 "Precise Plan" that shows the respective amended land uses (see Exhibit 3), as well as other related technical textual and graphic Master Plan revisions within this Planning District.

The San Diego Unified Port district appreciates this opportunity to provide the CCC with an overview of the Convention Center expansion Master Plan Amendment. The Port District looks forward to addressing the commission through a concise, organized presentation at public hearing on December 14, 1995.

Very truly yours,



Dan E. Wilkens, Senior Director
Community & Governmental Affairs

DEW:bp

Carl Williams, Esq.
November 5, 1995
Page 4

enclosures

cc: All CCC Alternates
Peter M. Douglas, Esq., CCC-ED/SF
Ralph Faust, Esq., CCC Chief Counsel/SF
Deborah N. Lee, CCC Assistant Director/SD
Diana Lilly, CCC Port Analyst/SD

EXHIBIT 1



EXHIBIT 2

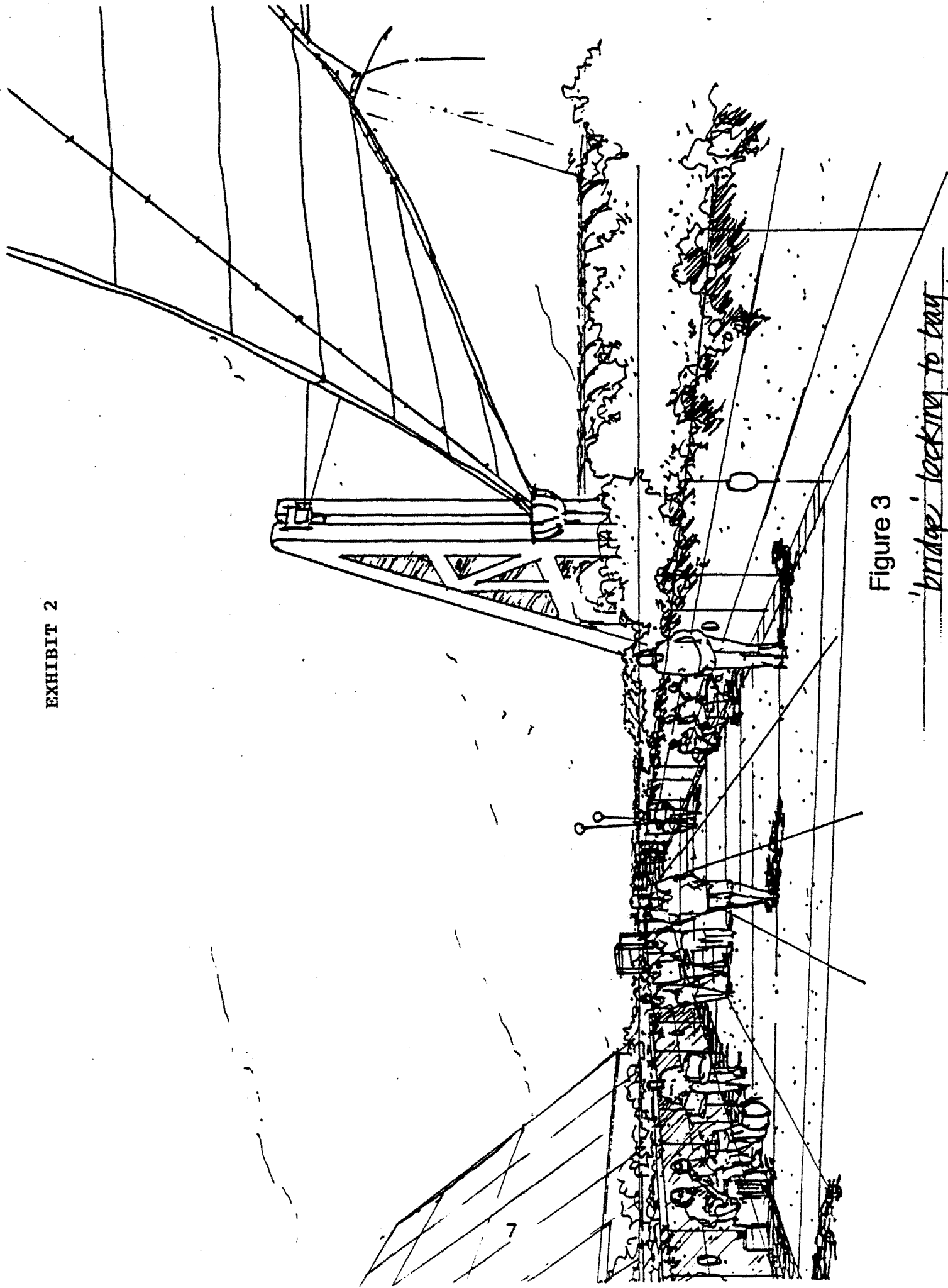


Figure 3

bridge looking to bay
midspan

EXHIBIT 2

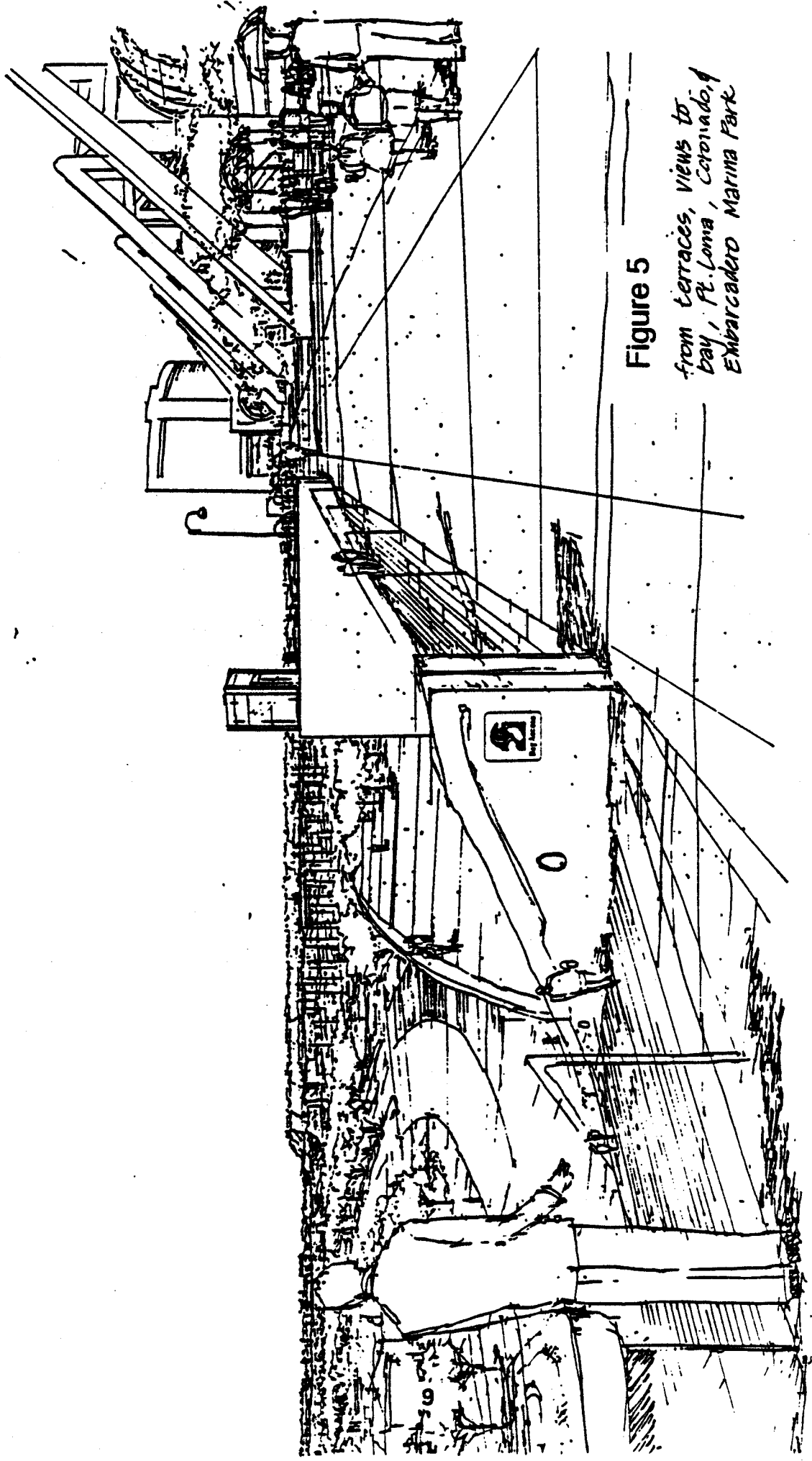
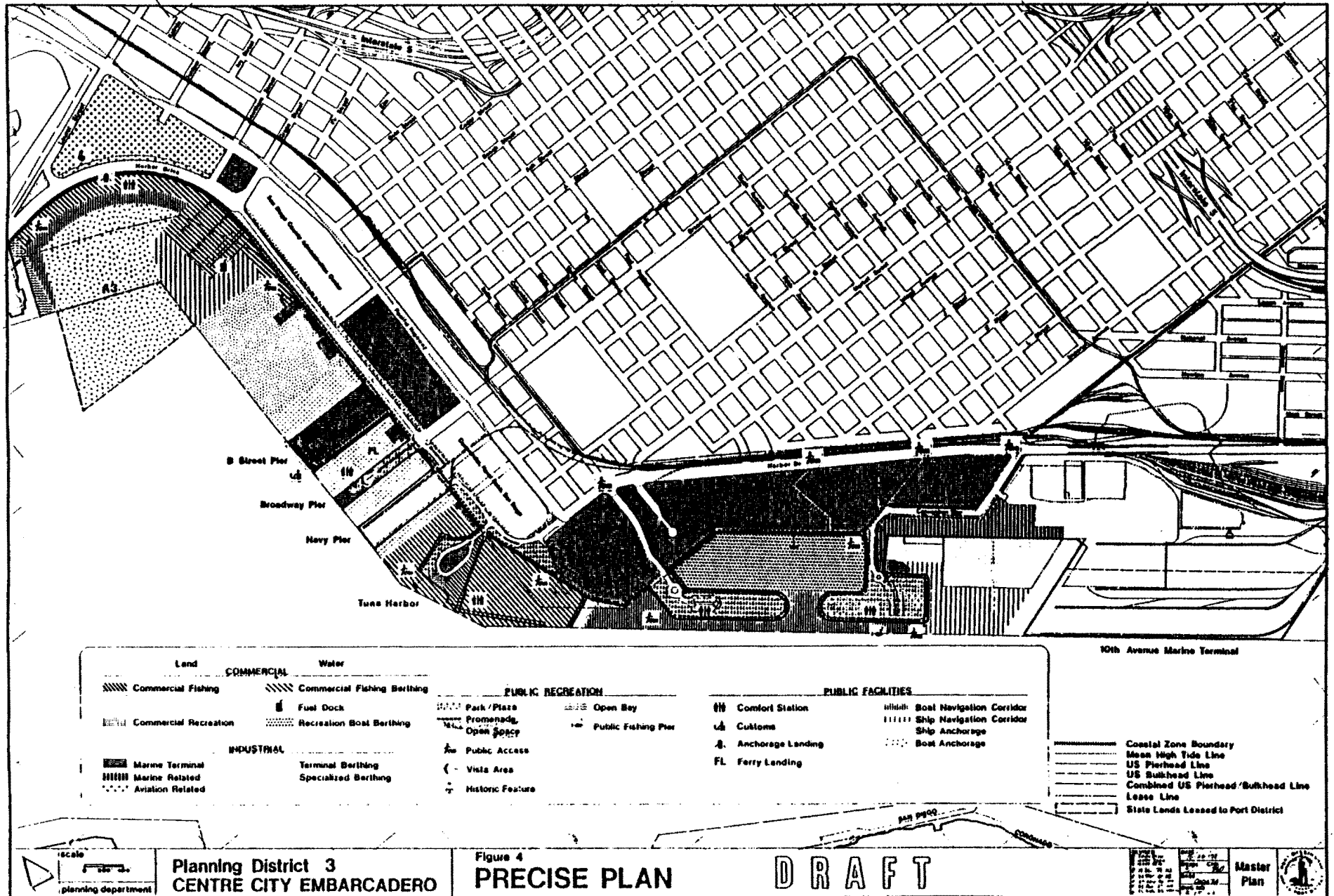
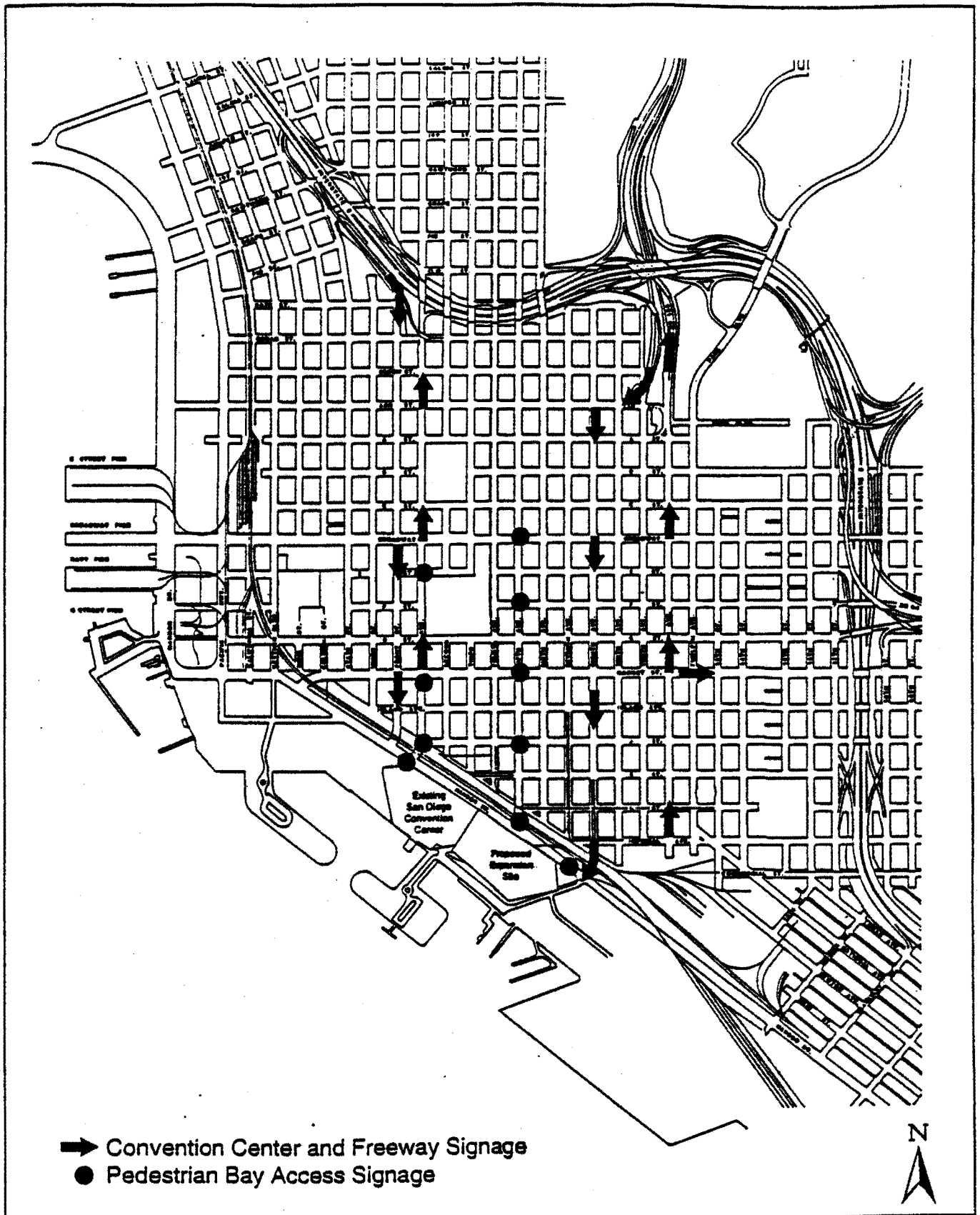


Figure 5

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

EXHIBIT 3A





**Signage Location to
Convention Center and to Freeway**
SAN DIEGO CONVENTION CENTER EXPANSION DRAFT

Figure 7



Port of San Diego

and Lindbergh Field Air Terminal

(619) 686-6200 • P.O. Box 488, San Diego, California 92112-0488

December 4, 1995

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CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Mr. Carl Williams, Chairman
and Commissioners of the
California Coastal Commission
45 Fremont Street, 20th Floor
San Francisco, CA 94105-2219

Subject: PORT OF SAN DIEGO MASTER PLAN AMENDMENT 21
(CONVENTION CENTER EXPANSION)

Dear Mr. Chairman and Commissioners:

The Port Master Plan Amendment for the San Diego Convention Center Expansion (PMPA 21) constitutes the first Master Plan Amendment to come before you at public hearing since I became the Port's Executive Director in mid-1995. As a newcomer to California, I am not as familiar with the California Coastal Management Program as long-time Californians might be. However, I wish to commend your policy and legal staffs to you for the extensive, and apparently constructive, consultation with my staff and advisors to bring this amendment before you with a recommendation for approval.

Although we have just recently received your staff's written report on PMPA 21, I wish to take this opportunity to clarify the following two matters:

1. When I came to San Diego from Washington State, I was impressed by both the extensive amount, as well as the very high quality, of the multiple forms of public access and recreational facilities provided by the San Diego Unified Port District along the Bay within its jurisdiction, as well as jointly with the City of Imperial Beach along the Pacific Ocean shoreline in that city. The joint Public Access Program with the City of San Diego, which is a part of the present Master Plan Amendment, is another practical expression of the Port's commitment to fostering public access to the Bay and coastal environs.

The Port has perhaps accomplished more than any other port that I know of to make its waterfront attractively and functionally accessible, especially by removing outdated near-shore structures and incorporating the well-used Shoreline Promenade and public parks in our planning and development programs.

Those of you who were able to join us on the field trip during the October Commission meeting in San Diego saw some of these facilities. For Commissioners who could not attend,

Mr. Carl Williams
Commissioners, California Coast Commission
December 4, 1995
Page 2

I call your attention to the inside back cover of the enclosed brochure, "San Diego Unified Port District: What It Is & What It Does," wherein the "Parks of the Port" are summarized. It would be a mistake, I think, to suggest that the activities of the Port have in any way diminished public access opportunities around San Diego Bay since 1981, when the Master Plan was certified by the Coastal Commission.

2. The Port, which controls only a relatively narrow band of land along the San Diego Bay waterfront, is very mindful of the great importance of the "Parking Management Plan and Monitoring Program" for the expanded Convention Center.

The Master Plan Amendment incorporates this plan. The City of San Diego will implement it and will provide assurance of the San Diego Convention Center operator's performance in this regard. The City and the Convention Center operator will make that same representation at the public hearing before your Commission, which the Port, in turn, will reflect in its findings and conditions on the coastal permit for the Convention Center expansion project. The City and the Port have agreed that one of those permit conditions will specifically incorporate the on-going parking monitoring program, in whose annual review Coastal Commission staff has already agreed to be a diligent interested party.

Thank you for this preliminary opportunity to address the Coastal Commission. Based on the consultation between our two agencies regarding this not always simple Master Plan Amendment, I look forward with confidence to a cooperative relationship as the Port embarks on its comprehensive Master Plan Update in 1996.

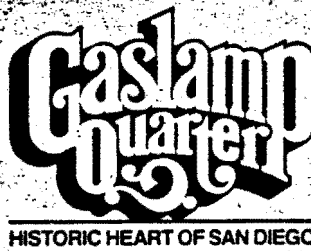
Sincerely yours,



Lawrence M. Killeen
Executive Director

LMK:bp
enclosure

cc: All CCC Alternates
Peter M. Douglas, Esq., CCC-ED/SF
Ralph Faust, Esq., CCC Chief Counsel/SF
Chuck Damm, CCC South Coast DD/SD
Deborah N. Lee, CCC San Diego Area ADD/SD
Diana Lilly, CCC Port Analyst/SD



December 6, 1995

Mr. Carl Williams
Chairman and Commissioners
California Coastal Commission
45 Fremont Street -20th Floor
San Francisco, CA 94105-2219

Subject: Port of San Diego Master Plan Amendment 21
(Convention Center Expansion)

Dear Mr. Chairman and Commissioners:

The Gaslamp Quarter Association, which represents more than 390 businesses located within the 16 1/2 block historic district, strongly supports the Port's Master Plan Amendment on behalf of the City of San Diego to expand the existing successful Convention Center.

The proposed Amendment not only allows for the Center's expansion to keep it competitive in this growing market, but it reflects a broader vision of our community of interest across Harbor Drive.

We applaud the Port's and the City's cooperation to place a variety of public directional signs, and other information, to inform conventioners about the historic Gaslamp Quarter, while guiding Gaslamp visitors to San Diego Bay. The Gaslamp Quarter Association looks forward to working with the Port and the City on a mutually beneficial parking plan and signage program for the Convention Center and Gaslamp Quarter.

We therefore recommend your approval of the Port's Master Plan Amendment at the December meeting of the Coastal Commission.

Sincerely,

Michael Hogue
Chairman

MH/vg

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COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

GASLAMP QUARTER ASSOCIATION
410 ISLAND AVENUE, SAN DIEGO, CALIFORNIA 92101
619/233-5227 FAX 619/233-4693

| |
|--|
| EXHIBIT NO. 4 |
| APPLICATION NO. PMPA #21 Convention Center |
| Letters of Support |
| California Coastal Commission |



GREATER
SAN DIEGO
CHAMBER OF
COMMERCE

Larry Simon

DL
Emerald Shapery Center
402 West Broadway, Suite 1000
San Diego, California 92101-3585
619. 232. 0124 FAX 619. 234. 0571

A Catalyst for Change

December 5, 1995

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CALIFORNIA
COASTAL COMMISSION

Carl Williams, Chairman
and Coastal Commissioners
California Coastal Commission
45 Fremont Street, 20th Floor
San Francisco, California 94105-2219

Dear Chairman Williams and Commissioners:

The Greater San Diego Chamber of Commerce supports the San Diego Unified Port District's Master Plan Amendment #21 to facilitate the Convention Center expansion project.

When it was completed six years ago, the San Diego Convention Center was the largest on the West Coast of North America. Thanks in large part to our colleagues at the Convention Center, and Convention and Visitors Bureau who marketed this center so effectively, it has attracted over 4.3 million guests to more than 1,300 conventions, trade shows, and other events, thereby generating over \$1 billion in new economic activity for the San Diego region.

To maintain and improve its competitive position within the growing North American convention and trade show industry, our Convention Center needs both significantly expanded exhibit hall and supporting ballroom, meeting room, etc. space.

The cooperative program of the Port District and City has, in a very short period of time, produced an excellent and environmentally sensitive plan for that expansion. As an active participant in locating additional civilian and naval shipyard facilities on San Diego Bay, the Chamber concurs in the Port's finding that the Convention Center expansion site is not necessary for present or future maritime industry because other functionally more suitable sites are available.

The Master Plan Amendment fully meets the Coastal Act's parallel goals for a healthy California economy and the sound protection of coastal public access opportunities and resources. The Greater San Diego Chamber of Commerce therefore respectfully requests your approval of the Amendment at the December 1995 Coastal Commission meeting in San Francisco.

Sincerely,

Stephen P. Cushman
Chairman

/psm

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SAN DIEGO COAST DISTRICT



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DEC 07 1995

CALIFORNIA
COASTAL COMMISSION

December 5, 1995

Dean F. Nelson
President,
General Manager

Chairman Carl Williams
& Coastal Commissioners
CALIFORNIA COASTAL COMMISSION
45 Fremont Street, 20th Floor
San Francisco, California 94105-2219

**SUBJECT: PORT OF SAN DIEGO MASTER PLAN
AMENDMENT 21 (CONVENTION CENTER EXPANSION)**

Dear Coastal Commissioners:

On behalf of the Hotel del Coronado, please allow me to express our unqualified support for the proposed Port of San Diego Master Plan Amendment to facilitate the expansion of the nationally acclaimed San Diego Convention Center.

The expanded Convention Center will not only contribute to strengthening the San Diego regional tourist and visitor economy but will significantly enhance the international stature of this beautiful and vibrant area.

We urge you to pass the Port's Master Plan Amendment as proposed. Thank you for your consideration.

Sincerely,



Dean F. Nelson

DFN:db

BRIAN P. BILBRAY
49TH DISTRICT, CALIFORNIA

COMMERCE COMMITTEE

SUBCOMMITTEE ON
HEALTH AND ENVIRONMENT

SUBCOMMITTEE ON
COMMERCE, TRADE AND
HAZARDOUS MATERIALS



Congress of the United States
House of Representatives
Washington, DC 20515

WASHINGTON OFFICE:

1004 LONGWORTH HOUSE OFFICE BLDG.
WASHINGTON, DC 20515
(202) 225-2040

DISTRICT OFFICE:

1011 CAMINO DEL RIO SOUTH
SUITE 330
SAN DIEGO, CA 92108
(619) 291-1430

December 4, 1995

Chairman Carl Williams and Commissioners
California Coastal Commission
45 Fremont Street, 20th Floor
San Francisco, CA 94105-2219

Re. PORT OF SAN DIEGO MASTER PLAN AMENDMENT 21
(CONVENTION CENTER EXPANSION)


As the Congressman whose District encompasses the San Diego Bay, and as a former San Diego County Supervisor, former Mayor of the City of Imperial Beach and former member of the regional and California Coastal Commission, I endorse the San Diego Unified Port District's amendment to the Port Master Plan to facilitate the downtown Convention Center expansion.

Since Proposition 20, I have advocated maximum public access to and along the coast, including San Diego Bay tidelands. Big buildings frequently get in the way of that objective, but the proponents of the Center's expansion have taken important steps to improve access opportunities from the Gaslamp Quarter, across Harbor Drive and the trolley tracks, over and around the expanded building to the Bay.

Like many others, I was initially amazed that the City of San Diego would propose an 800,000 square foot increase in the Convention Center, while providing for no new parking spaces and in fact removing the 1,500 space adjacent parking lot to locate the expansion. As many of you know, the cities and counties of the San Diego region have advanced substantially with a multi-model transportation system that seeks to reduce traffic congestion. San Diego's multi-tiered satellite parking scheme seeks to utilize and build on this system. I urge you to give it a fair opportunity, subject to continuing close monitoring and reporting by your staff to identify (and avoid) major adverse affects on public access.

I respectfully urge your consideration and favorable action on this Amendment at your December 14 meeting in San Francisco.

Sincerely,


Brian P. Bilbray
Member of Congress



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International Association of Machinists
and Aerospace Workers

CALIFORNIA

LODGE NO. 389

COASTAL COMMISSION
SAN DIEGO COASTAL DISTRICT

Held with CALIFORNIA STATE CONFERENCE OF MACHINISTS A. F. OF L. - C.I.O.

MACHINISTS UNION HALL
5150 KEARNY MESA ROAD
SAN DIEGO, CALIFORNIA 92111

PHONE 292-5150

December 11, 1995

California Coastal Commission
San Diego Coastal Area
3111 Camino Del Rio North, Suite 200
San Diego, CA 92108-1725

Subject: San Diego Port Plan Amendment No. 21

Dear Commissioners:

On behalf of our Union's members working at Campbell Shipyard and the hundreds more working in the shipbuilding and ship repair trades along the San Diego Port we go on record as opposed to any action being taken at the December 14 hearing on the above San Diego Port Plan Amendment as it might impact the ongoing proposed changes in land use for the area leased to Campbell Shipyard which is directly adjacent to the San Diego Convention Center expansion area being considered in Amendment No. 21.

We believe that this amendment should be heard at the February meeting in San Diego to conform with your policy of hearing Master Plan amendments near the affected Port (Section 13630). In this case our impacted shipyard workers and representatives should have the opportunity to address the Commission at that time instead of having to travel to San Francisco.

The EIR did not do an adequate analysis of the economic impact of changing the land used for Convention Center expansion upon the San Diego Port Commission's ongoing consideration of also changing the adjacent land use at Campbell Shipyard. The loss of this deep water berthing for industrial use in the face of an increasing Navy presence, including the homeporting of three nuclear aircraft carriers, and growing commercial use of 10th Avenue has not been addressed. Nor has the loss of our jobs.

We have enclosed a copy of our recent letter to the Port Director and the City of San Diego's Port Commissioners on this issue. We have also enclosed a recent article on the expansion of the Port's commercial business and a summary of Campbell's shipyard position done by the company itself in late 1991.

Sincerely,



Peter M. Zschiesche
Chair, Law & Legislative Committee

cc: M. McKinnon, Cal. Conf. of Machinists
E. Kennedy, Pres. LL 389

EXHIBIT NO. 5

APPLICATION NO.

PMPA #21 Convention
Center

Letters of Opposition

California Coastal Commission

*International Association of Machinists
and Aerospace Workers*

LODGE NO. 389

AFFILIATED WITH CALIFORNIA STATE CONFERENCE OF MACHINISTS A. F. OF L. - C.I.O.

MACHINISTS UNION HALL
5150 KEARNY MESA ROAD
SAN DIEGO, CALIFORNIA 92111

PHONE 292-5150

November 28, 1995

Larry Killeen, Port Director
Port of San Diego
P.O. Box 488
San Diego, CA 92112

Re: Campbell Shipyard - Proposed Land Use Change

Dear Mr. Killeen:

Once again our Union will go on record as opposed to the proposed land use change that the Port District is considering for the area leased to Campbell Shipyard at the foot of 8th Street.

We note that as of July, 1993, the Port District reaffirmed its general support for a land use change but vested no development or other rights to Campbell Industries itself. Port Commission members said that they wanted studies done to determine if such a change is economically feasible as well as environmentally sound.

We understand that the environmental work has progressed but what of the economic studies? Has the Port sought out other ship repair/construction firms to see if they would be interested in taking over the lease as a deep-water facility? In order to consider the economic feasibility of the Campbell proposal it should be compared to continued operation as a small shipyard.

We all know that the base-closure process has left San Diego as a major Navy port well into the future. The Port itself is committed to building its commercial business at 10th Avenue. Together these enterprises guarantee a continuing market for Navy and commercial ship repair at our deep-water waterfront berths. Campbell can decide to forego its shipbuilding of fishing vessels for export, but the repair business is here to stay.

Our Union is willing to assist in such a comparison using our contacts within the industry to seek out other potential leases. Without this comparison the Port will be unable to calculate the true loss of changing the land use to non-shipyard development.

LK/ltr/*Page 2

We would be interested in meeting with you to discuss the matter.
Enclosed is the S.D. Union's article dated July 14, 1993.

Sincerely,



Peter M. Zschiesche
Business Representative

PZ/jr
Opeiu 537

cc: M. Chavez, AA Dist 94
M. McKinnon, Cal. Conf. of Machinists
E. Kennedy, Pres. LL 389
P. Pulido, Chief Steward

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CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Local exporters support container barge proposal

Numbers are in; Mexport was largest ever held

A proposed container barge service for companies moving international freight could be an important first step in the development of San Diego as a large container shipping port.

At a meeting last week, representatives from China Ocean Shipping Co. North America (Cosco), a People's Republic of China shipping firm, and a local barge company, Coast Enterprises, announced plans to institute the barge service sometime next year.

Attendees at the meeting from a variety of exporting, importing and manufacturing interests found the idea appealing, and encouraged the proponents to get the concept moving.

"There was a high level of interest, and when they were asked if there was interest in the (barge) service, nearly every hand in the place went up," said James Xaudaro, of the San Diego Unified Port District's trade development office.

Xaudaro said the meeting was arranged to substantiate the amount of cargo that is moving in and out of San Diego.

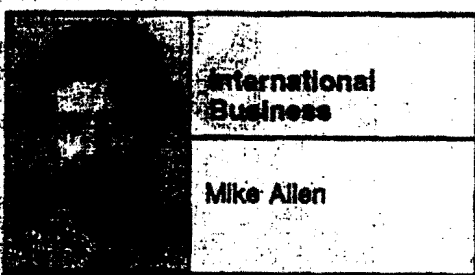
"This meeting was to show (the shipping carrier) there is enough cargo coming out of this area," he said. "It's one thing to tell them that and another to hear it from the shippers themselves."

About 100 people representing about 80 companies from San Diego and Imperial counties and Mexico attended the meeting, Xaudaro said.

Local shippers, which now must truck their cargo north and south, would benefit from the service in two ways.

By transferring the cargo onto the barge, shippers could obtain an all-water bill of lading with a clear on board clearance. That document essentially gives the shippers the ability to collect money owed from letter of credit, currently, such a document is given when the cargo is loaded on ships at Long Beach.

Using maritime transport also is cheaper, and its availability would likely result in more competitive trucking rates, Xaudaro said.



International Business

Mike Allen

While moving cargo via barge may take longer than by truck, getting it loaded onto a ship could occur faster because of access advantages to a dock that a barge enjoys, he said.

Another factor government officials like about the barge service is that it would take a lot of trucks off the freeways.

Chip Boyd, trade development manager for Coast Enterprises, said the service would eliminate about 10,000 truck trips a year, based on half-full barge shipments leaving San Diego twice a week.

Boyd said a contract with Cosco is being negotiated and there are still many details to be worked out, but the service could begin by next year.

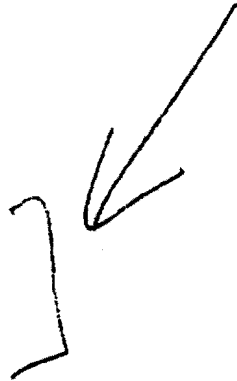
"There is a lot of detail work to do yet, a lot of marketing that has to take place before we start," Boyd said. "This is not something you do overnight."

The prospect of attracting mega-container ships to San Diego isn't feasible today because of the lack of deep water berths. Container ships berthing at the ports of Long Beach and Los Angeles draw 40 to 45 feet, while the deepest berthing in San Diego is only about 35 feet, Xaudaro said.

If a container barge service is successful, however, it might attract smaller and medi-

um-sized container ships to stop here in the future, said Ed Bowman, the port's senior director of trade development.

...



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DEC 11 1995

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

CAMPBELL SHIPYARD

Campbell Industries
Foot of 8th Ave. & Harbor Drive
P.O. Box 1870, San Diego, CA 92112
Telephone: (619) 233-7115
Tele Fax: (619) 233-5259

1991

SUMMARY OF CAMPBELL SHIPYARD'S POSITION

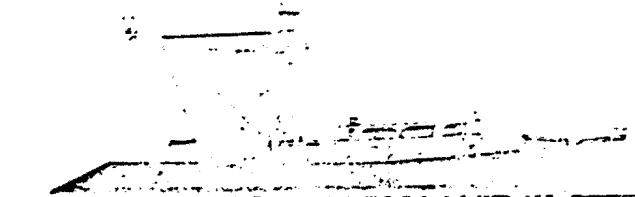
ON SENATE BILL No. 1

CAMPBELL SHIPYARD, the oldest shipyard in San Diego, is the leading designer and builder for ships for export in the United States. This business will be eliminated by the passage of Senate Bill No. 1 which will impose a California sales tax on the export sale of these vessels.

As a result of the advanced technology, CAMPBELL has exported eight ships to Korea, France, and Italy. These sales have resulted in the the employment of 400 San Diegans for a period of three years and purchases of materials in excess of 44 MILLION DOLLARS!

It is almost an unheard of event for an American shipbuilder to be an exporter of ships. The imposition of this tax will eliminate what has become the bright spot in the success of American technology and manufacturing of high quality products for export.

These 257' tuna purse seine vessels, costing more than 13 million dollars each, have been sold against incredible disadvantages of high labor rates in San Diego versus Korean shipyards and against high subsidies enjoyed by European shipyards.



CAMPBELL has no American customers; the sole business in building these ships is export. CAMPBELL purse seiners are considered to be the world's top tuna fishing vessels.

The magnitude of this tax, if imposed, could not be added to the price of the vessels and still result in obtaining the sales here in the United States. This tax will result in yet another example of the transfer of American technology to foreign companies.

For further information, contact Robert F. Allen, President of Campbell Industries at (619) 233-7115.

A handwritten signature in black ink, appearing to read "Robert F. Allen", with a long horizontal flourish extending to the right.

Robert F. Allen
President



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

RECEIVED

DEC 8 1995

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

8 December 1995

Mr. Peter Douglas
Executive Director
California Coastal Commission (CCC)
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219


Subject: San Diego Port Master Plan Amendment No. 21 (San Diego Convention Center Expansion)

Dear Mr. Douglas:

This is to acknowledge the call we got yesterday from San Diego staff saying that the subject item has been postponed and will not be heard at San Francisco on 14 December, pursuant to CCC regulations. SEA once again requests that CCC hearings on this subject be held in San Diego. Basis for this request: (1) The Legislature's declaration that the public has a right to fully participate in (such) decisions; 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 (Coastal Act Section 30006); (2) Absent this opportunity for public participation, we feel that provisions for public hearings and public participation in port planning and development decisions would not be adequate as required by Coastal Act Section 30711a(5); (3) CCC regulation Section 13630 requires that where practicable, public hearings on a port master plan (or amendment) should be held near the port involved.

Sincerely

By Direction:


Richard Smith
Secretary

cc: CCC
CCC Staff, San Diego

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

November 6, 1995

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

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NOV 6 7 1995

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

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

**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.

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.

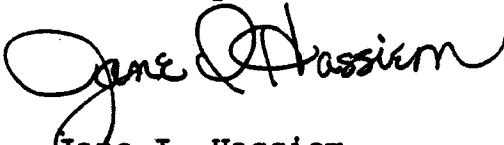
The Convention Center Expansion and Port Plan Amendment proposes to replace high paying marine industrial land uses with low paying hospitality uses. This is in direct conflict with the stated goals of the Board of Port Commissioners and the Port's Executive Director.

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.

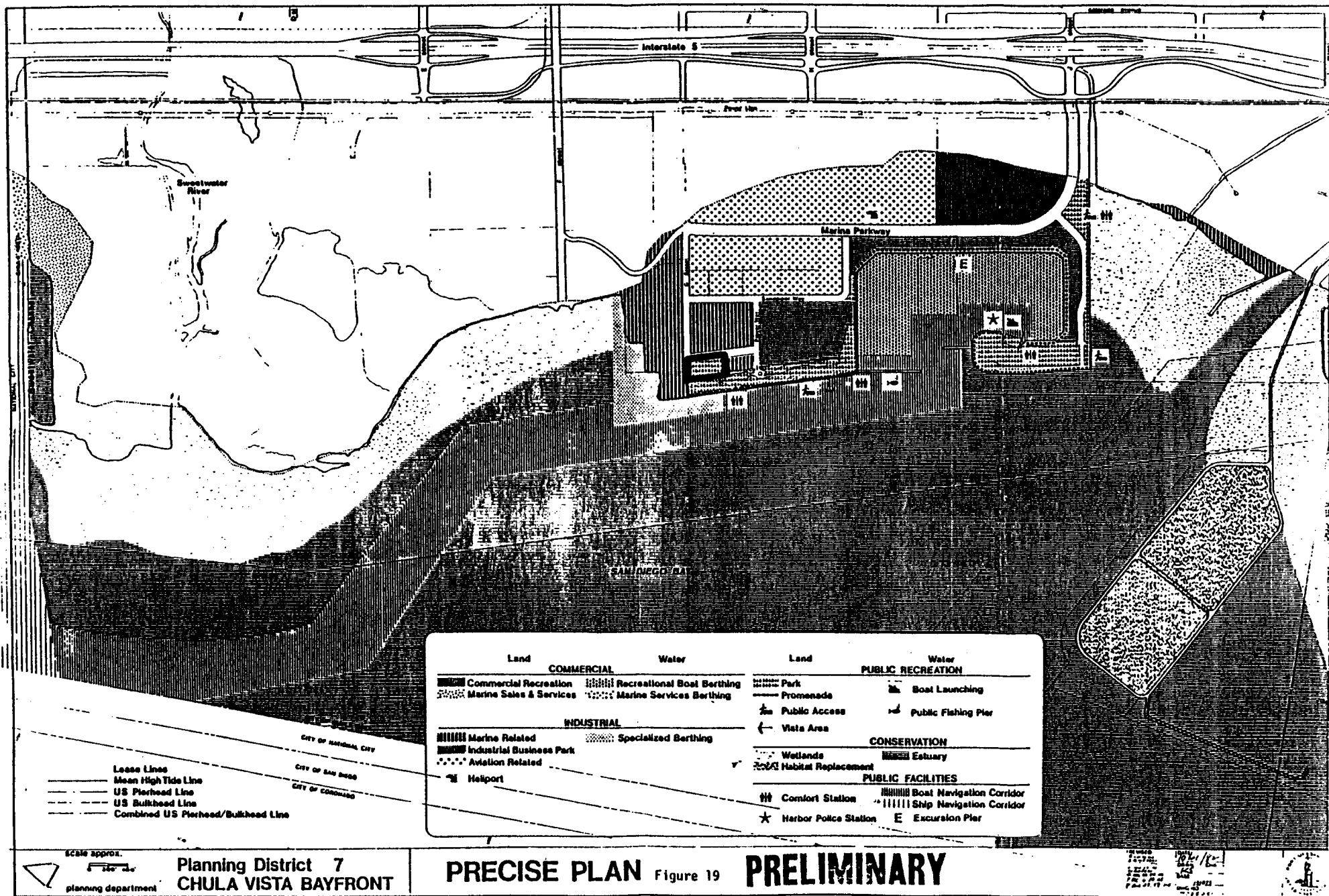
Sincerely,

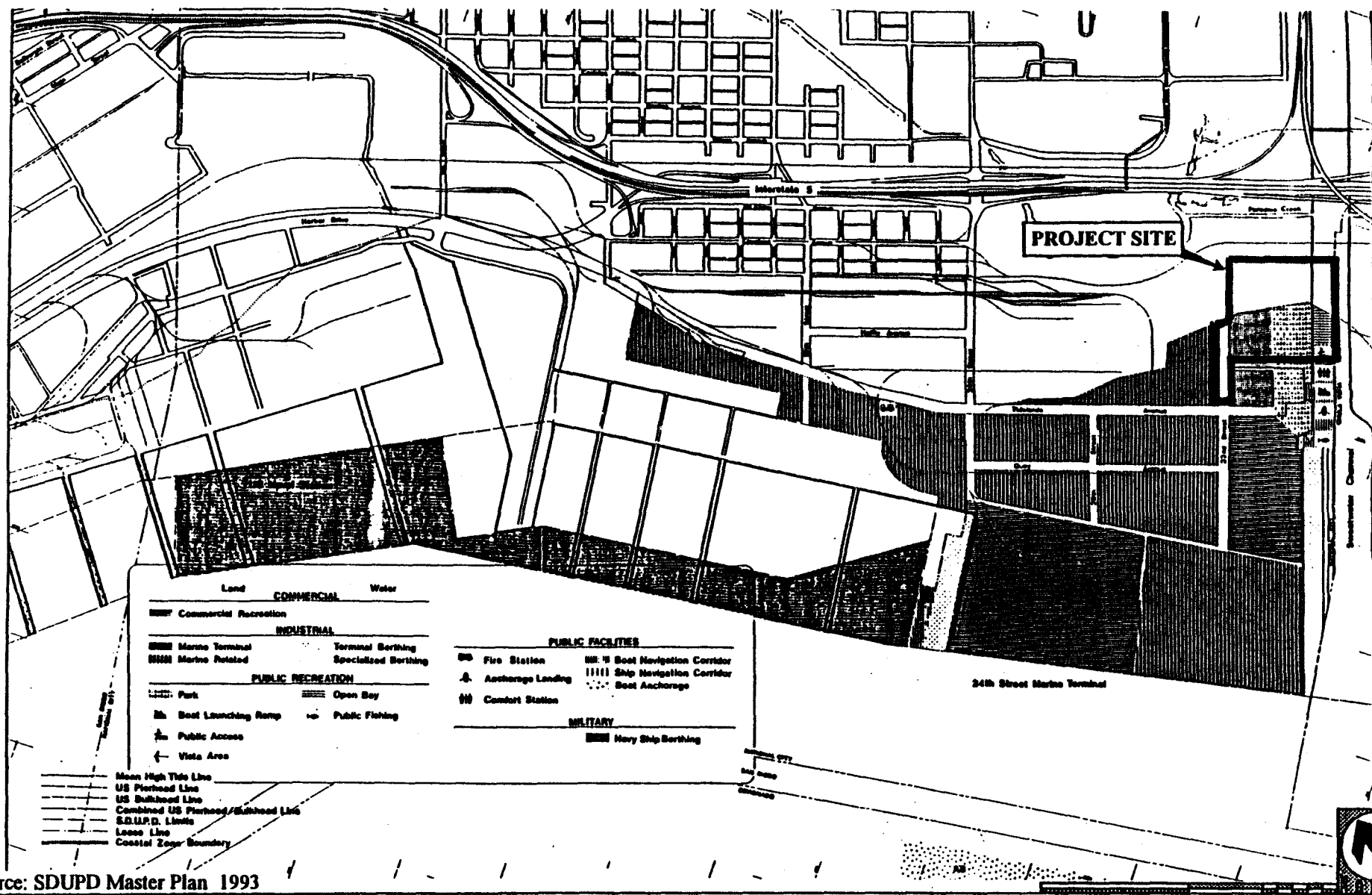


Jane I. Hassiem
Save Our Bay Committee
c/o Postmaster, Imperial Beach, CA 91932

| | | | |
|-----------|-------------|------------|---------------|
| 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





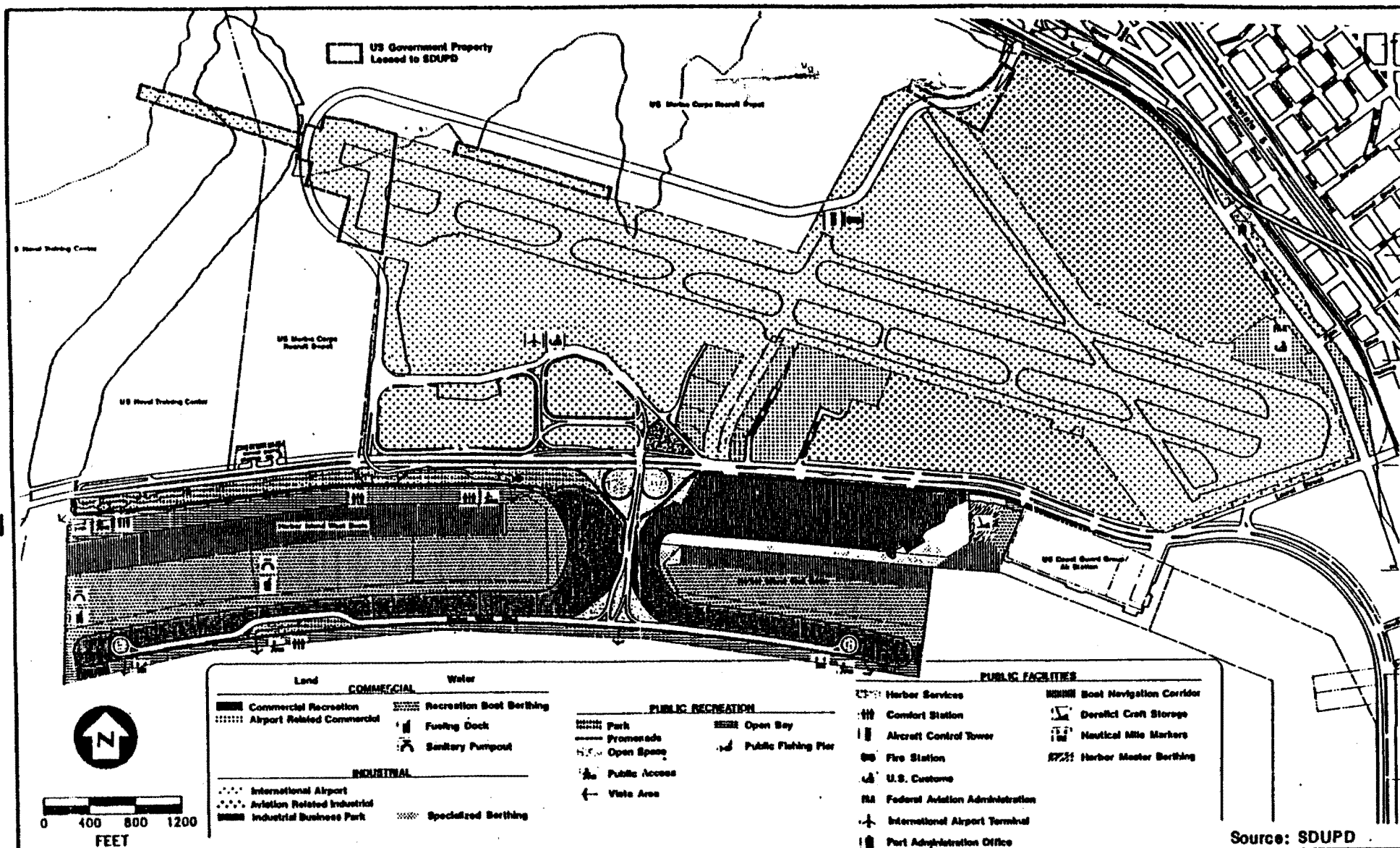
Source: SDUPD Master Plan 1993

NATIONAL CITY MARINA PLAN AMENDMENT

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

REC/MW

2-11
3

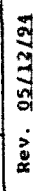


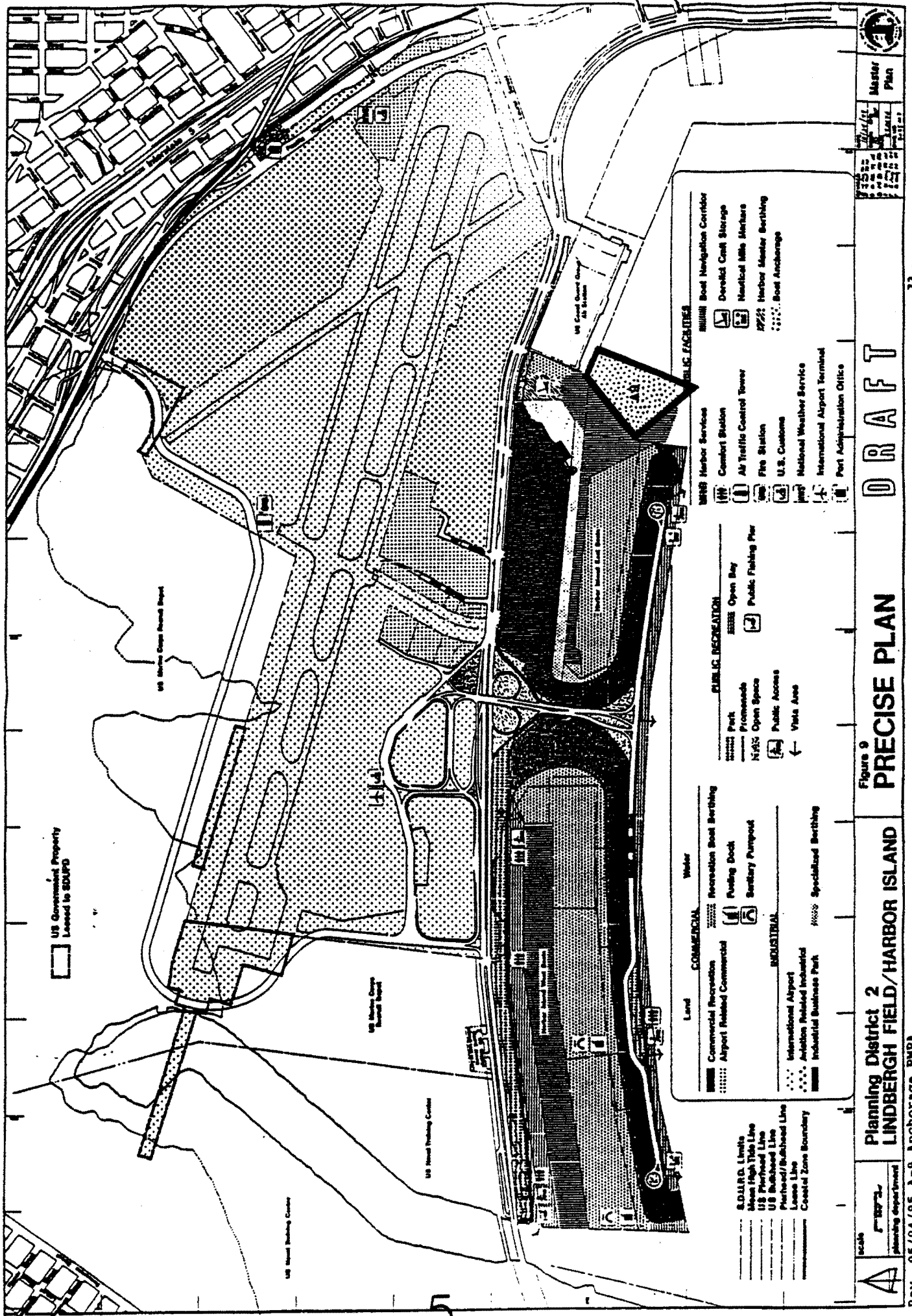
ES
ENGINEERING-SCIENCE

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

FIGURE
2.7

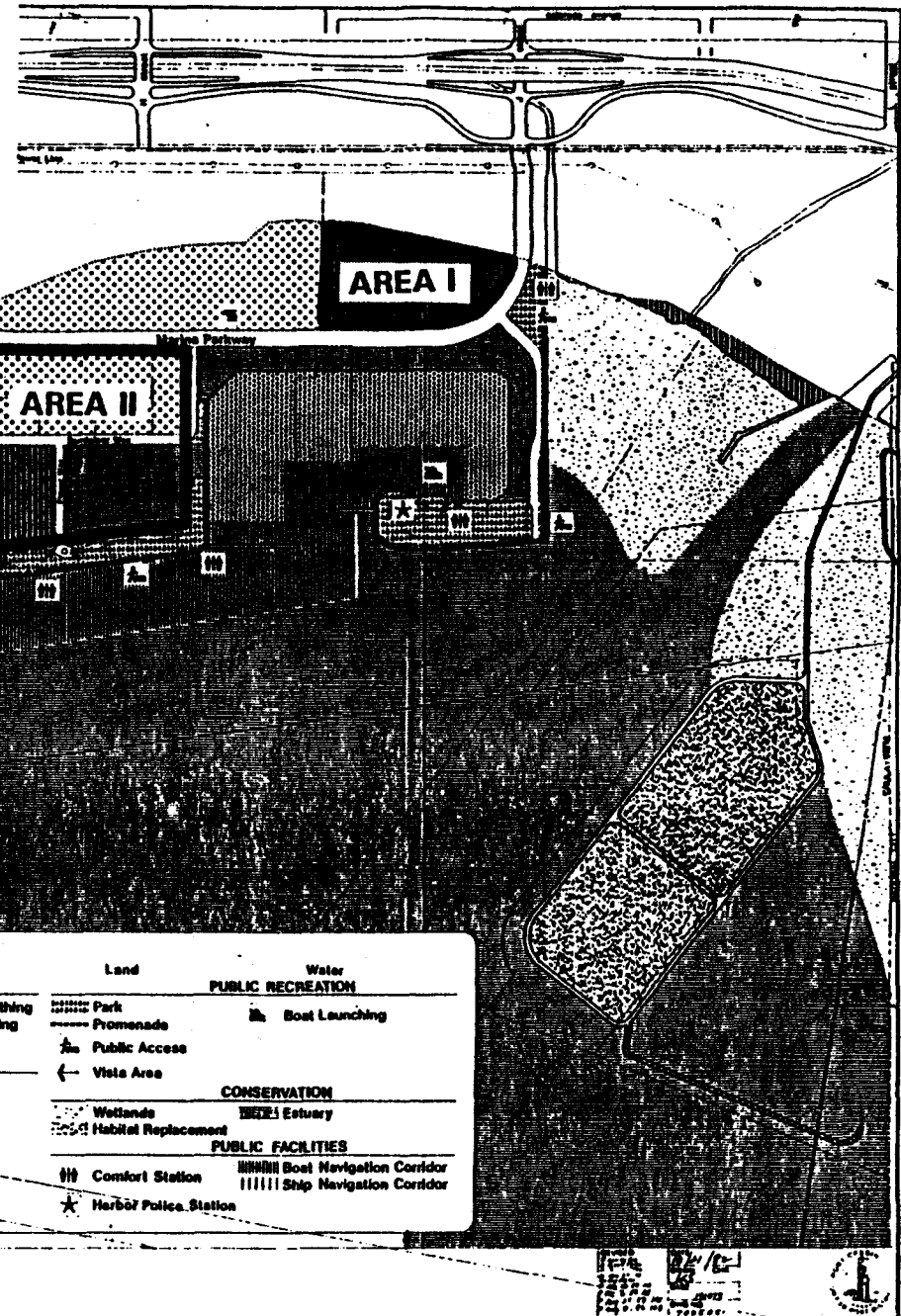
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PROPOSED PORT MASTER PLAN AMENDMENT

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.



| Land | Water | Land | Water |
|--------------------------|----------------------------|--------------------------|--------------------------|
| COMMERCIAL | | PUBLIC RECREATION | |
| Commercial Recreation | Recreational Boat Berthing | Park | Boat Launching |
| Marine Sales & Services | Marine Services Berthing | Promenade | |
| | | Public Access | |
| | | Vista Area | |
| INDUSTRIAL | | CONSERVATION | |
| Marine Related | Specialized Berthing | Wetlands | Estuary |
| Industrial Business Park | | Habitat Replacement | |
| Aviation Related | | PUBLIC FACILITIES | |
| Helipad | | Comfort Station | Boat Navigation Corridor |
| | | Harbor Police Station | Ship Navigation Corridor |

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

CITY OF NATIONAL CITY
CITY OF SAN DIEGO
CITY OF CORONA

scale approx.
planning department

Planning District 7
CHULA VISTA BAYFRONT

PRECISE PLAN

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OCT 25 1995

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

ALFRED C. STROHLEIN

3559 Jewell Street, San Diego, CA
Phone & FAX: 619/274-2362

92109

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OCT 24 1995

CALIFORNIA
COASTAL COMMISSION

Chairman Carl L. Williams and Commissioners October 19, 1995
California Coastal Commission
45 Fremont Street, Ste. 2000
San Francisco, CA 94105-2219

SUBJECT: San Diego Convention Center Hearing

Dear Chairman Williams and Commissioners:

In scope, scale and cost, the San Diego Convention Center is second only to Jack Murphy Stadium. With its proposed expansion, it is second to nothing.

As for its effect on our bay-front view and downtown development, the Convention Center has no peer.

A project this large and costly should be available to every resident of San Diego to comment upon, especially if they are going to pay for it and live with it for years to come.

For that reason, I beg you to schedule the Coastal Commission hearing on the expansion of the Convention Center in San Diego and not in any other city. Few citizens have the time or the money to express their concerns on this issue were it to be held in Sacramento or even Los Angeles. San Diego is the only fair venue.

I quote from §13630 of the Coastal regulations: "Where practicable, public hearings on a port master plan should be held near the port involved." San Diego is both practicable and involved.

Thank you for your understanding and consideration,

Catherine A. Strohlein Alfred C. Strohlein
Alfred C. and Catherine A. Strohlein



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

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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



August 4, 1995

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

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AUG 07 1995

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

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 616

Subj: AIRCRAFT CARRIER HOMEPORTING PLAN - ACTION MEMORANDUM

Encl: (1) CV/CVN Homeporting Plan
(2) ~~CD:CPACFLT msg 270721Z Apr 94 (1)~~ 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 - Jun 97).

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.

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: _____

TO NAVNEWS

UNCLAS //NO5780//

MSGID/GENADMIN/CHINFO WASHINGTON/028/JUL//

SUBJ/NAVY NEWS SERVICE//

RMKS/NAVY NEWS SERVICE 28 JUL 1994

EDITOR'S NOTE

THIS NAVY NEWS SERVICE MESSAGE FOLLOWS NAVNEWS 045/94 DTG 272300Z JUL. 94. NAVNEWS 046/94 IS BEING RELEASED AS A MEANS OF PROVIDING MORE TIMELY INFORMATION TO THE FLEET.

-USN-

NNS496. NEW AIRCRAFT CARRIER HOMEPORTING PLAN ANNOUNCED
WASHINGTON (NNS) -- FOR SAILORS STATIONED ON AIRCRAFT CARRIERS, THE
FUTURE OF THEIR SHIPS' HOMEPORT JUST BECAME A LITTLE CLEARER. A
NEW PLAN, WHICH DETAILS PROPOSED CVN/CV HOMEPORTING OUT TO FY 08,
RECENTLY WAS APPROVED.

AIRCRAFT CARRIERS WILL CONTINUE TO BE HOMEPORTED IN NORFOLK.

PAGE 02 RUENAAA3060 UNCLAS

MAYPORT, SAN DIEGO AND BREMERTON, WASH., WHILE THE NEW HOMEPORT IN EVERETT, WASH. WILL RECEIVE A CARRIER IN 1996. ONE CARRIER WILL CONTINUE TO BE FORWARD-DEPLOYED, OPERATING FROM YOKOSUKA, JAPAN.

QUALITY OF LIFE AND DEPLOYMENT SCHEDULES WERE MAJOR FACTORS IN THE HOMEPORTRING DECISIONS. "THE LIVES OF MORE THAN 40,000 SAILORS AND THEIR FAMILIES WILL EVENTUALLY BE AFFECTED, THAT'S WHY WE NEED TO PLAN SO FAR IN ADVANCE," SAID VADM SKIP BOWMAN, CHIEF OF NAVAL PERSONNEL. "PLANNING AHEAD NOW LETS US MINIMIZE THE IMPACT THESE CHANGES WILL HAVE ON OUR SAILORS LATER WHEN THEY ARE IMPLEMENTED."

THE MOVES ALSO ARE BASED ON FORCE STRUCTURE REQUIREMENTS, 1993 BASE CLOSURE DECISIONS, NUCLEAR CARRIER MAINTENANCE REQUIREMENTS, SHIPS' MAINTENANCE SCHEDULES AND THE RATIO OF NUCLEAR-POWERED CARRIERS TO CONVENTIONALLY POWERED CARRIERS.

THE NAVY'S NEWEST HOMEPORT IN EVERETT, WASH. IS PLANNING ON GETTING USS ABRAHAM LINCOLN (CVN 72) FROM ALAMEDA, CALIF. IN 1996 AS A RESULT OF BASE CLOSURE ACTIONS. USS CARL VINSON (CVN 70) WILL ALSO CHANGE HOMEPORT FROM ALAMEDA TO WASHINGTON STATE, SLATED TO ARRIVE IN BREMERTON IN 1996.

JOHN C. STENNIS (CVN 74) AND UNITED STATES (CVN 75), THE
NAVY'S NEWEST NUCLEAR CARRIERS, WILL ARRIVE IN THEIR NEW HOMEPORTS
PAGE 03 RUENAAA3060 UNCLAS

OF SAN DIEGO AND NORFOLK, RESPECTIVELY, WHEN COMPLETED IN 1998. CVN 76, THE AS YET UN-NAMED NEW CARRIER, ALSO WILL BE HOMEPORTED IN IN SAN DIEGO IN 2005.

DETAILS OF THE HOMEPORTING PLAN FOLLOW:

Page 1

U UNCLASSIFIED U

| COMNAVAIRPAC: SHIP | CURRENT | NEW | DATE |
|----------------------------|--------------|------------------------|----------------|
| USS INDEPENDENCE (CV 62) | YOKOSUKA | NORTH ISLAND DECOM. | FY 98 FY 98 |
| USS KITTY HAWK (CV 63) | NORTH ISLAND | NO CHANGE | |
| USS CONSTELLATION (CV 64) | NORTH ISLAND | YOKOSUKA | FY 98 |
| USS NIMITZ (CVN 68) | BREMERTON | NEWPORT NEWS | FY 98 |
| | | NORTH ISLAND | FY 01 |
| USS CARL VINSON (CVN 70) | ALAMEDA | BREMERTON | 1996 |
| USS LINCOLN (CVN 72) | ALAMEDA | BREMERTON | 1995 |
| | | EVERETT | 1996 |
| STENNIS (CVN 74) | NEWPORT NEWS | NORTH ISLAND | FY 98 |
| CVN 76 | NEWPORT NEWS | NORTH ISLAND | FY 05 |
| COMNAVAIRLANT: SHIP | CURRENT | NEW | DATE |
| USS SARATOGA (CV 60) | MAYPORT | DECOM. | FY 94 |
| PAGE 04 RUENAAA3060 UNCLAS | | | |
| USS ENTERPRISE (CVN 65) | NEWPORT NEWS | NORFOLK | FY 94 |
| USS AMERICA (CV 66) | NORFOLK | DECOM. | FY 96 |
| USS KENNEDY (CV 67) | PHILADELPHIA | MAYPORT | FY 95 |
| USS EISENHOWER (CVN 69) | NORFOLK | NEWPORT NEWS | 1995 |
| USS ROOSEVELT (CVN 71) | NORFOLK | NEWPORT NEWS | FY 08 |
| USS WASHINGTON (CVN 73) | NORFOLK | NEWPORT NEWS | FY 01 |
| UNITED STATES (CVN 75) | NEWPORT NEWS | NORFOLK | FY 98 |

BT

#3060

U U N C L A S S I F I E D U



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.

MANCHESTER RESORTS

ONE MARKET PLACE THIRTY-THIRD FLOOR SAN DIEGO, CALIFORNIA 92101 (619) 231-3800 FAX (619) 696-7100

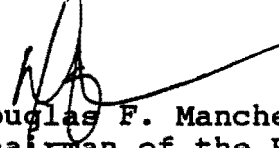


Ms. Deborah Lee
Page Two
June 13, 1995

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.

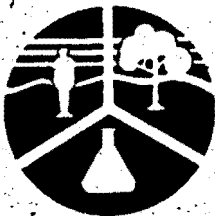
Warmest personal regards,

MANCHESTER RESORTS



Douglas F. Manchester
Chairman of the Board

DFM/mif



ENVIRONMENTAL HEALTH COALITION

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

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 non-deinked 100% post-consumer recycled paper with soy-based inks

December 8, 1995

Mr. Peter Douglas
Executive Director
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RE: Request for Convention Center issue to be heard by the Coastal Commission in San Diego, the affected community.

Dear Mr. Douglas:

Environmental Health Coalition (EHC) would like to make the following request of the California Coastal Commission (CCC).

The CCC should schedule any hearing on the San Diego Convention Center Master Plan in San Diego. EHC would like to reiterate that major decisions affecting San Diegans should be made in San Diego so that the public can meaningfully participate in the decision-making process. We understand that the February meeting will be held in San Diego. We request that this hearing be scheduled for the February meeting so that all interested and affected parties can appear before the Coastal Commission with their concerns.

Sincerely,

Laura Hunter
Laura Hunter, Director
Clean Bay Campaign

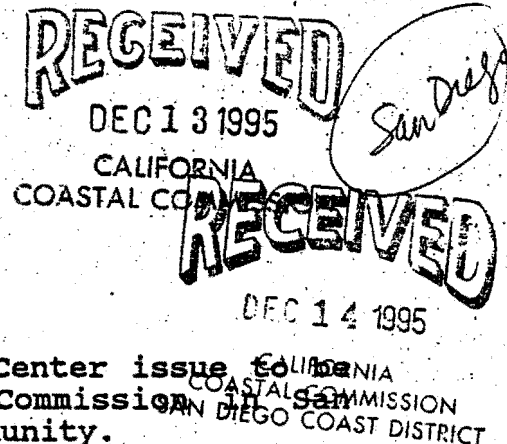
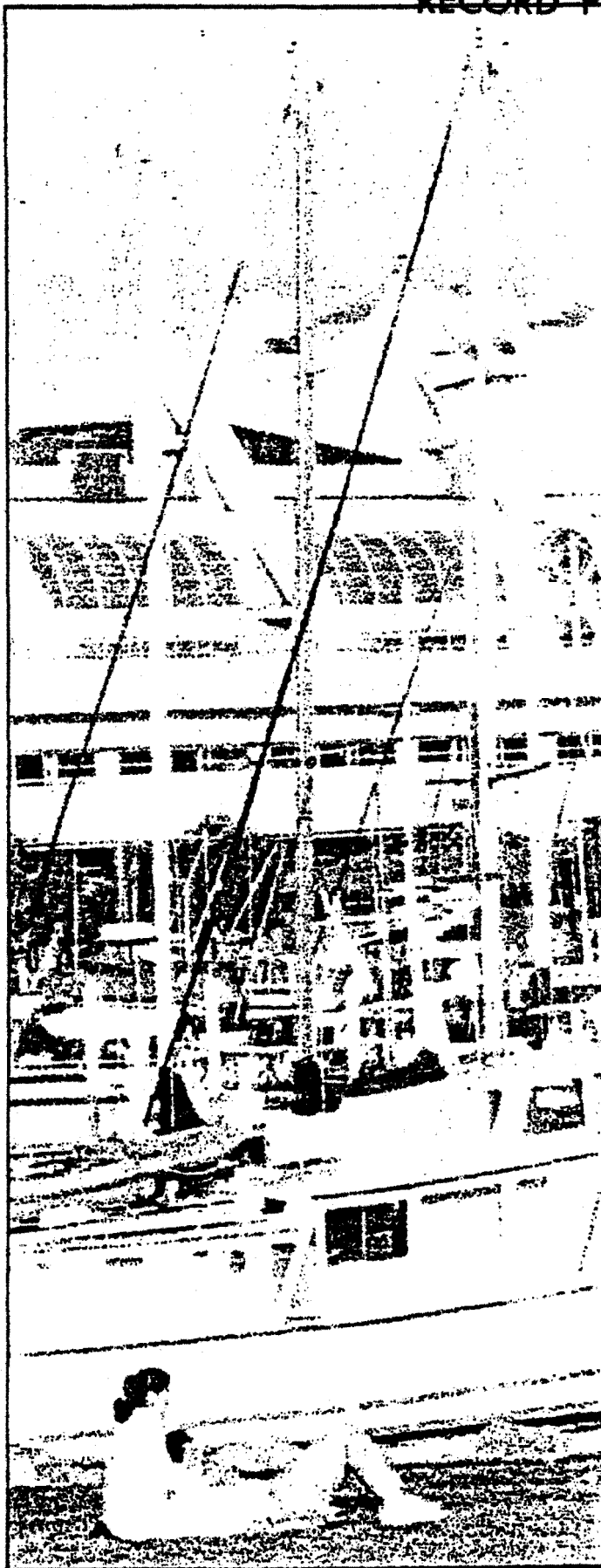


EXHIBIT NO. 6
APPLICATION NO.
PMPA # Convention
Center
Letter of Comment

California Coastal Commission



Public Access Program

.....

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

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

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

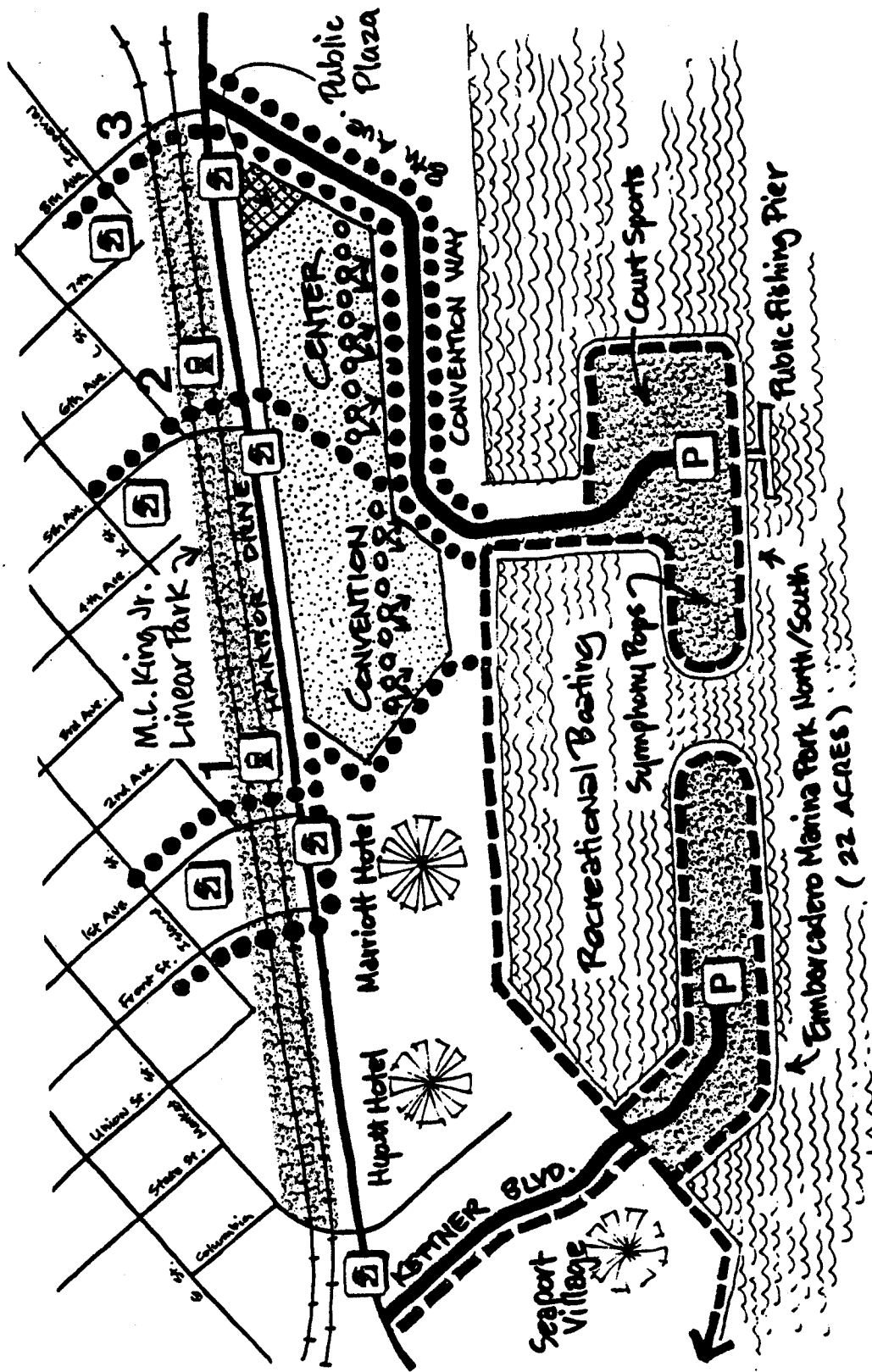


FIGURE 1
Illustration of Concept:
PUBLIC ACCESS PROGRAM

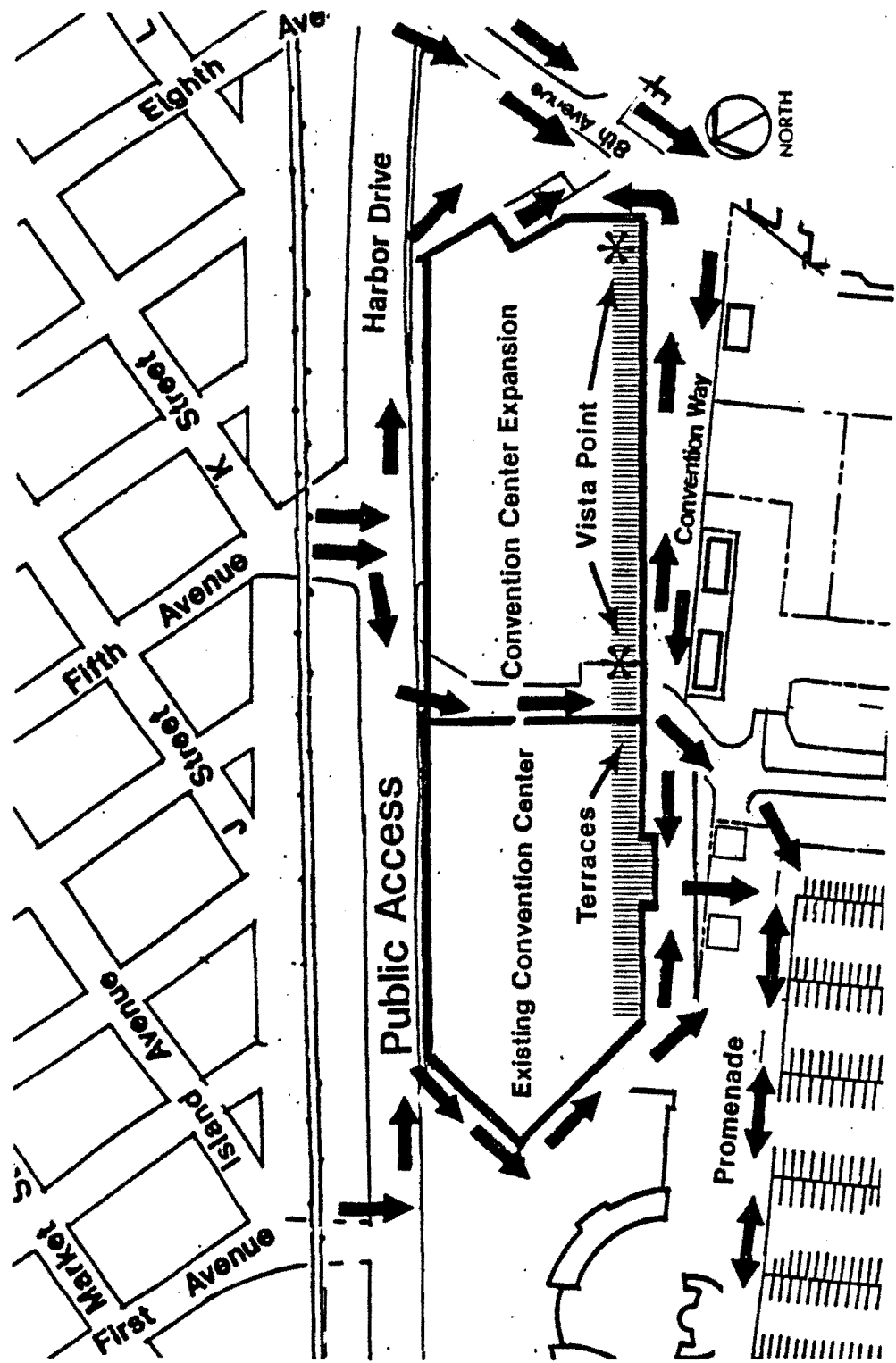


Figure 2

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.

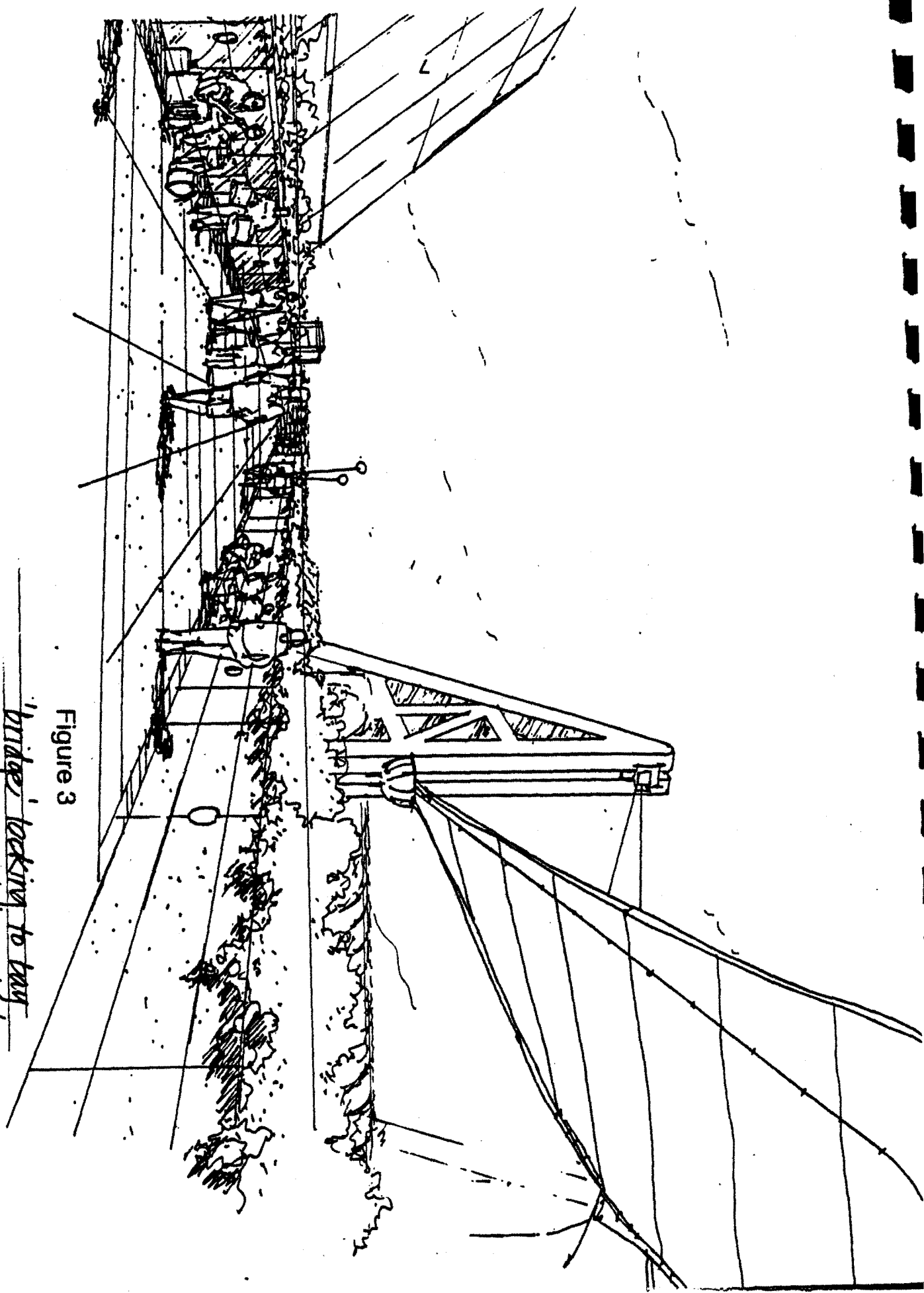
The Convention Center expansion plan envisions a pedestrian way with a minimum width of 20 feet ascending the building by means of stairs, a funicular and elevators to a viewing terrace which will be equipped with seats, telescopes, interpretive signs and other attractive features. The subject matter 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*



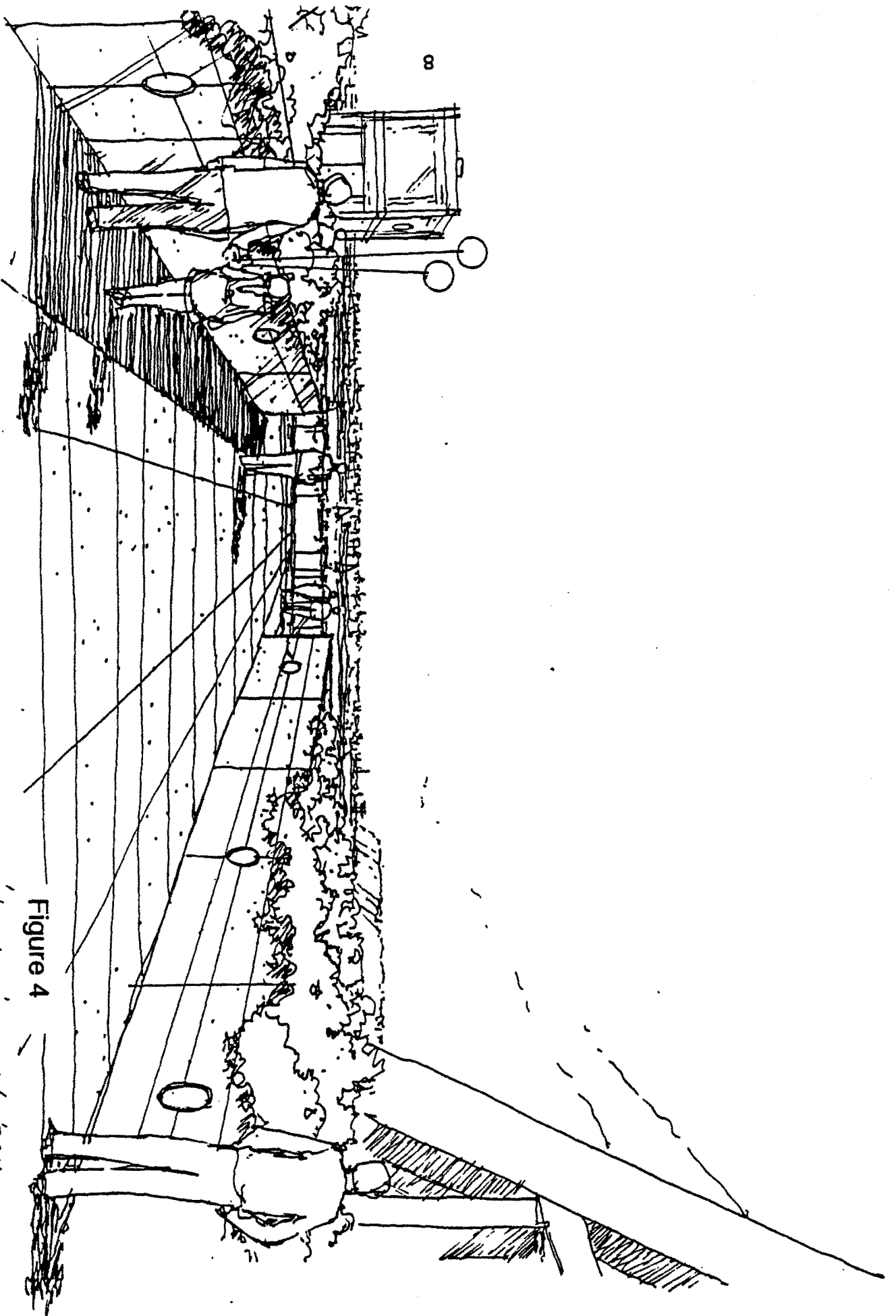


Figure 4

20' wide Accessway of Bayside of Center Expansion - 'bridge' view to bar

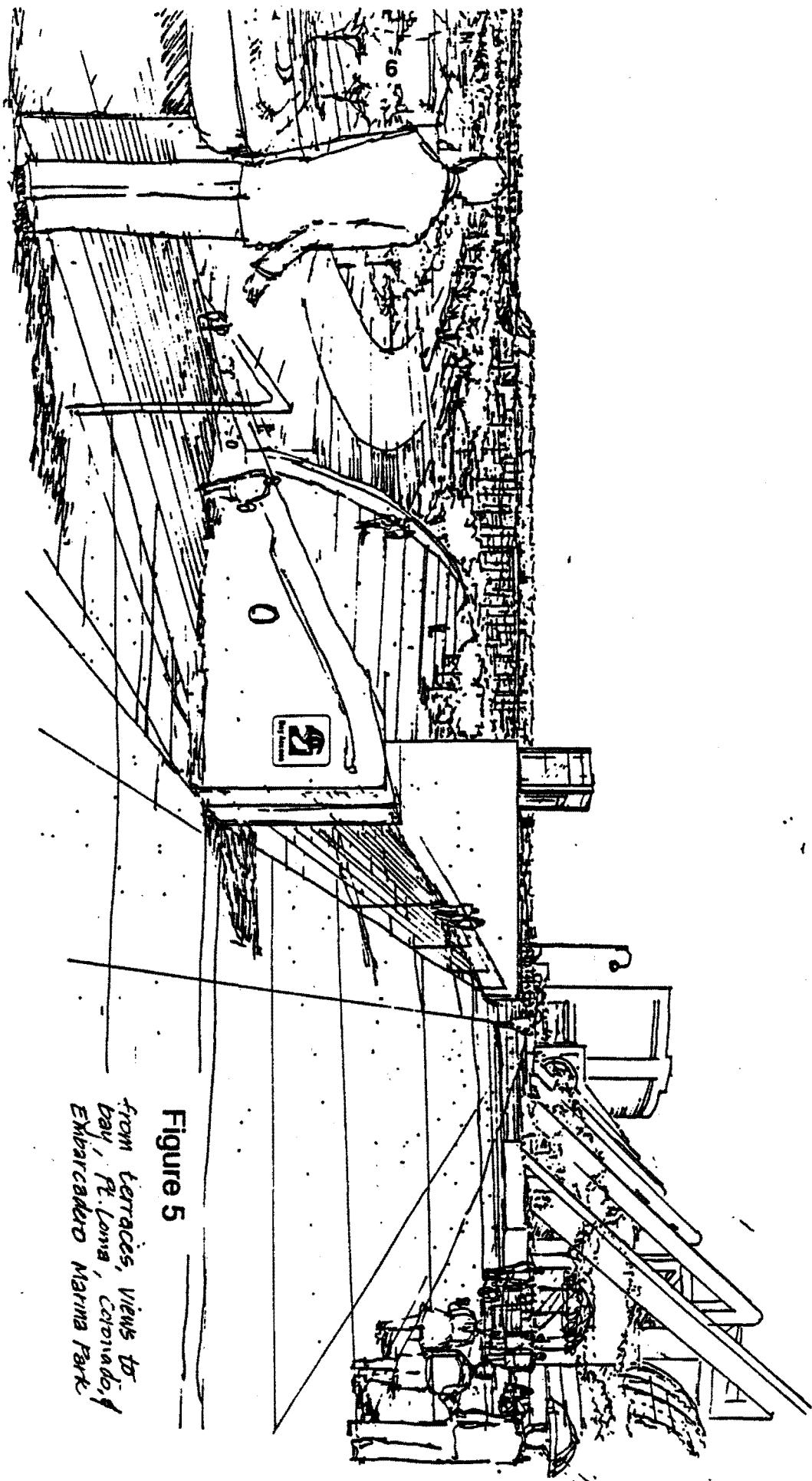


Figure 5

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

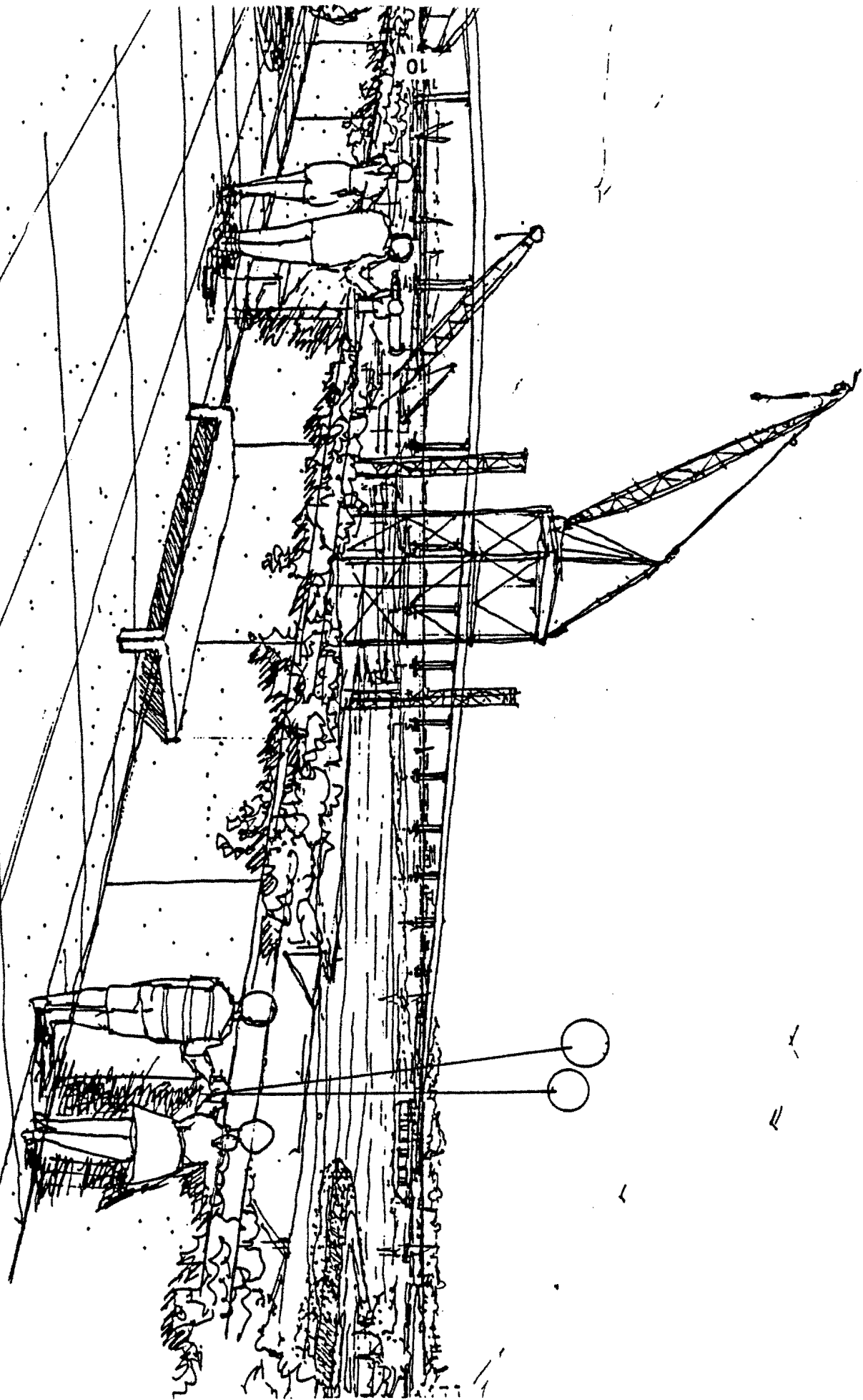


Figure 6

Colonade & Bridge

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

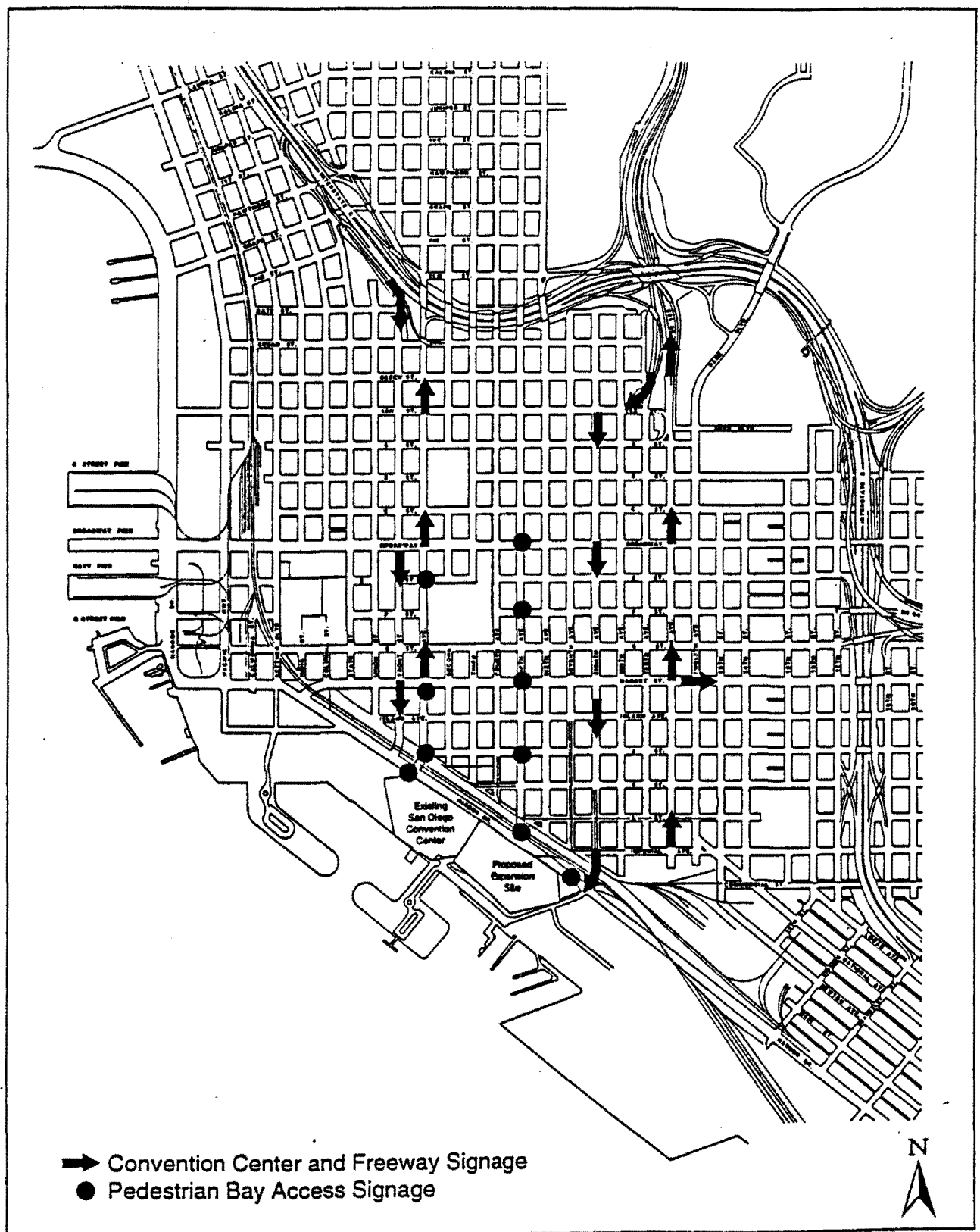
around the Convention Center. In particular, the Gaslamp Quarter businesses will be encouraged to display the brochures, since many of the potential users of the accessways are visitors wanting to walk from the Gaslamp area to the Bay. The accessways will also be added to other Port maps and guides, 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



1

2

3

This is the Bay.....

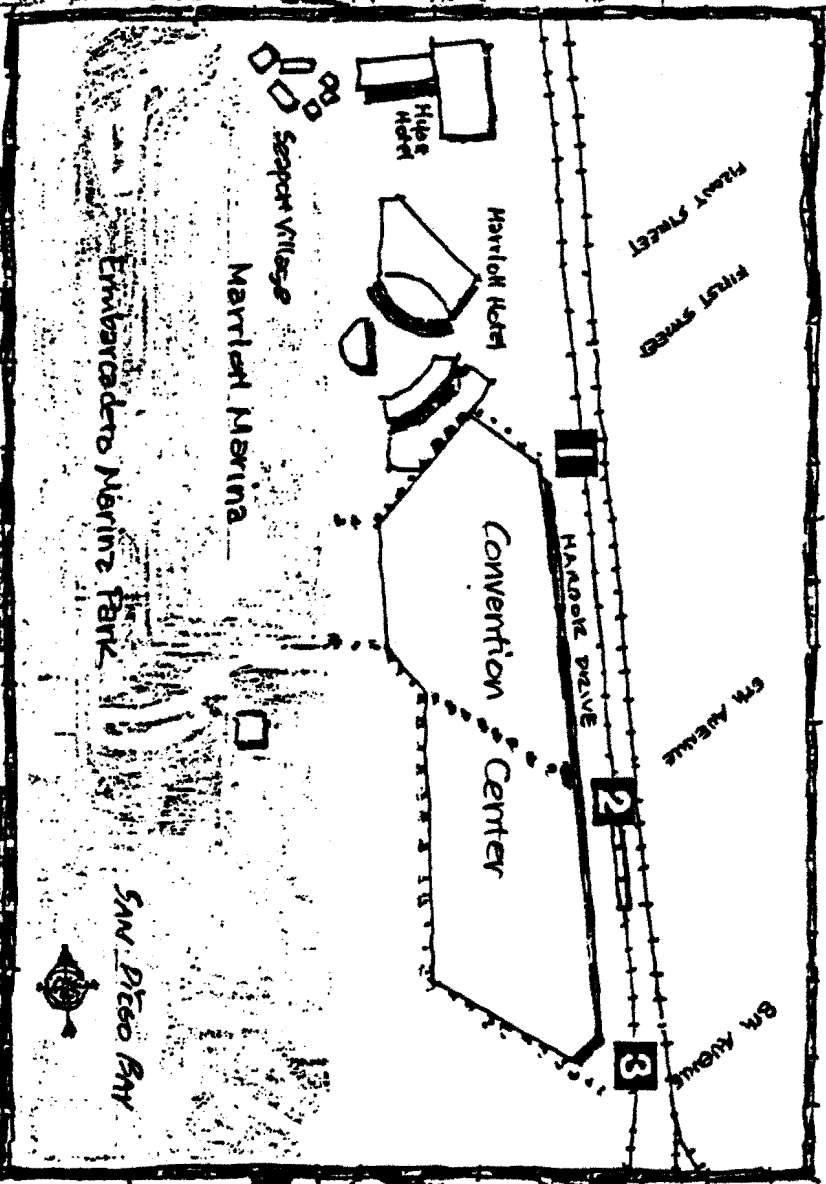


Figure 8

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.



Fr 6a1

**SAN DIEGO CONVENTION CENTER
EXPANSION PROJECT**



**PARKING MANAGEMENT AND MONITORING
PROGRAM FOR THE
EXPANDED AND EXISTING CENTER*¹**



November 9, 1995

*¹ As further reviewed in response to comments to the recirculated second revised draft EIR dated September 1995.

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| | i) Parking Palace | |

SECTION I
Executive Summary

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:

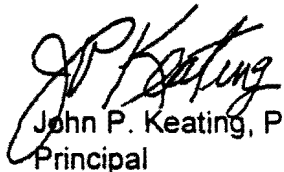
- Identify off-site parking lots, obtain "will serve" letters and verify costs of off-site parking.
- Make shuttle and/or trolley service arrangements. Establish reimbursement system.
- Conduct random parking lot occupancy counts and personal interviews.
- Conduct quarterly advisory committee meetings.

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 in shown on **Exhibit A**.

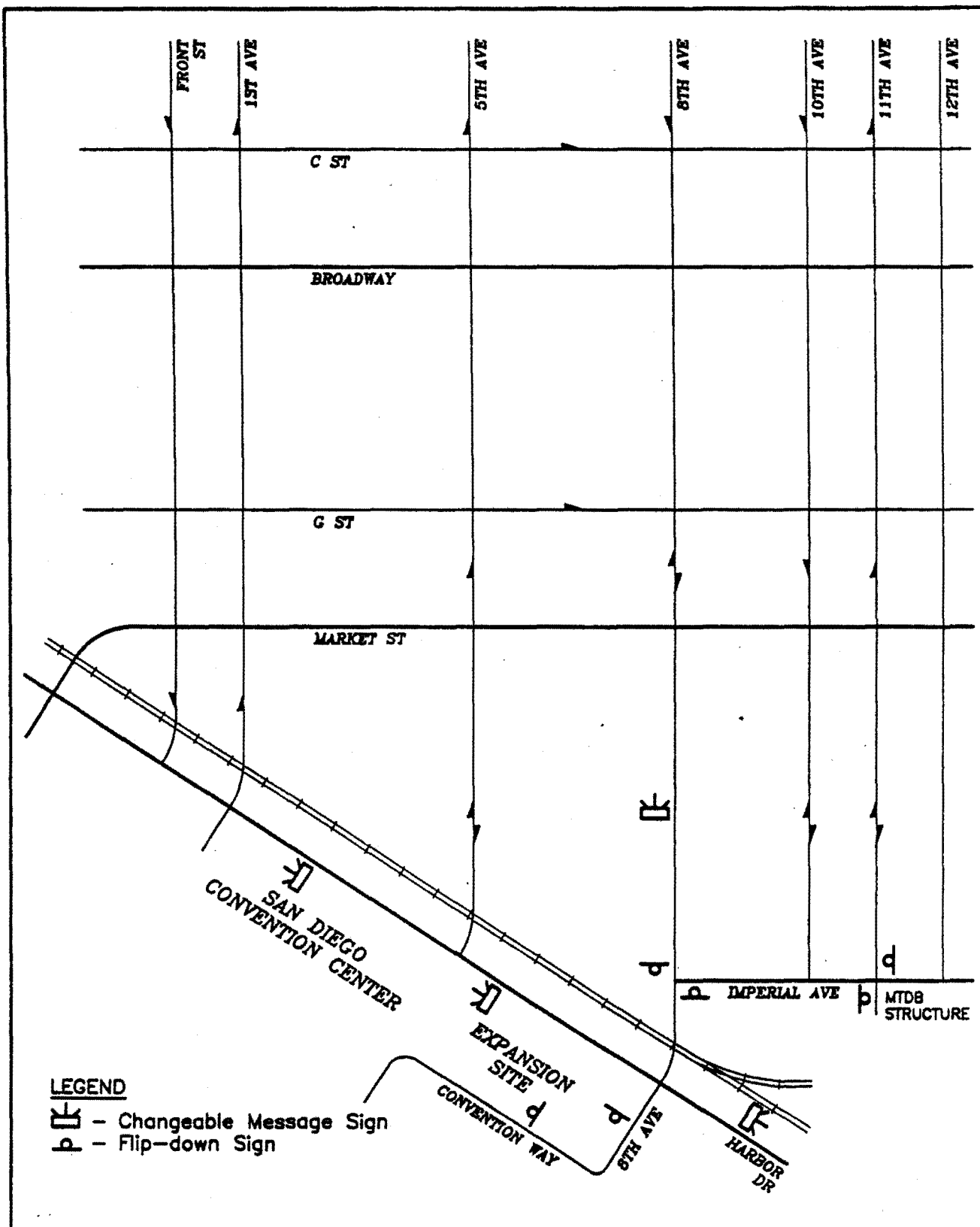
Location of "Intercept" Area

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

LINSCOTT, LAW & GREENSPAN

CONVENTION CENTER EXPANSION

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

111 W. HARBOR DRIVE SAN DIEGO, CA 92101-7899

619.525.5100 FAX: 619.525.5025



SAN DIEGO CONCOURSE

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 MTS Structure * | 200 | Walk Trolley |
| | | <u>200</u> | |
| | | 400 | |
| Evenings/Weekends (Expected 26 times/year) | Nearby off-site MTS Structure * | 160 | Walk Trolley |
| | | <u>240</u> | |
| | | 400 | |

- 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 |
| | | 800 | |
| Evenings/Weekends (Expected 23 times/year) | Nearby off-site | 160 | Walk |
| | MTS Structure * | <u>640</u> | Trolley |
| | | 800 | |

- 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 |
| | | 2000 | |
| 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 |
| | | 2000 | |

- 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 |
| | | 2268 | |
| 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 |
| | | 4024 | |

- 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 1¹

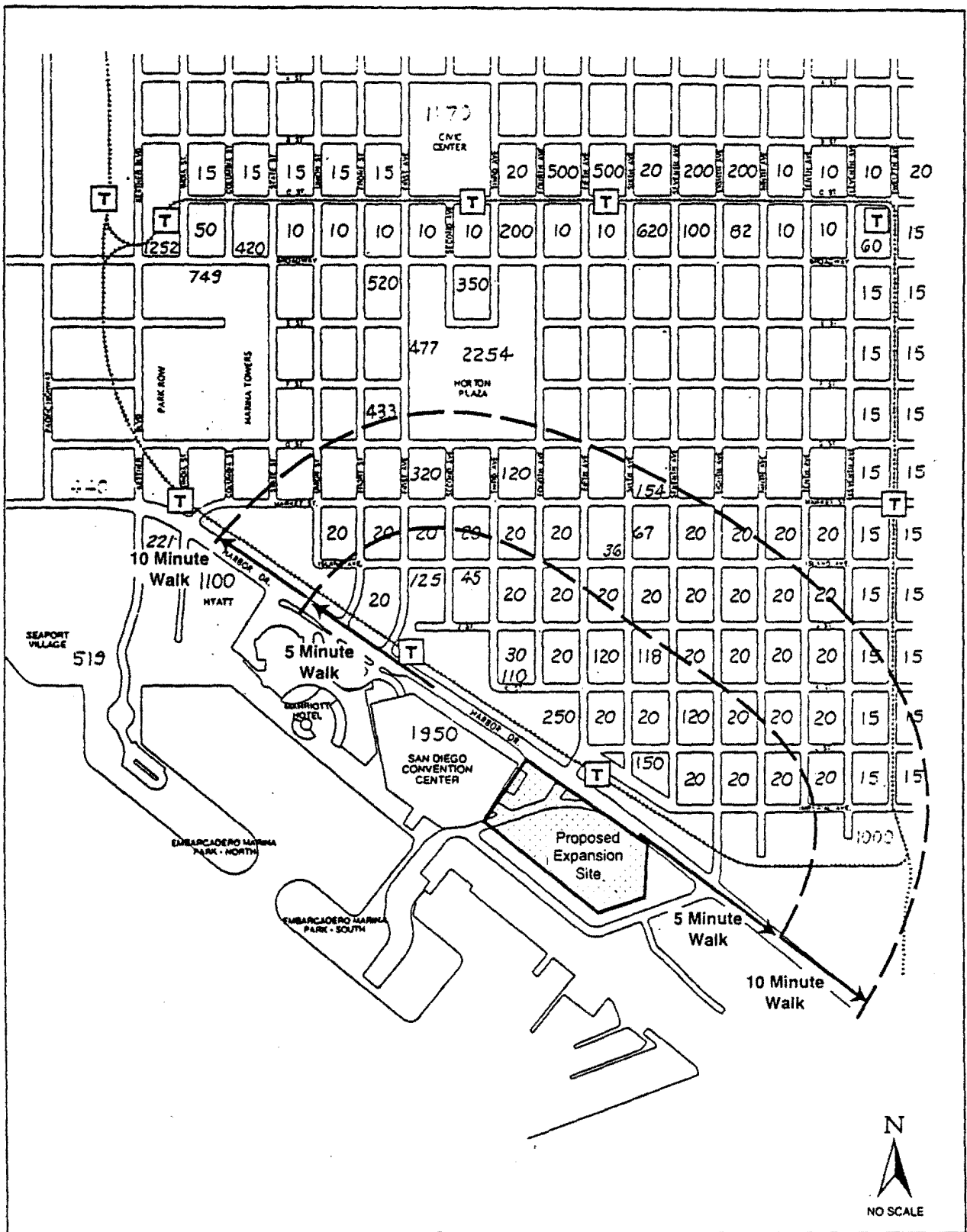
**SAN DIEGO CONVENTION CENTER EXPANSION
OFF-SITE PARKING LOCATIONS
(1,150 spaces on-site, 40%-100% increase in demand)**

| 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) |
| | 54 days | | 96 days | |

¹ NOTE: Changes reflect correcting math error

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

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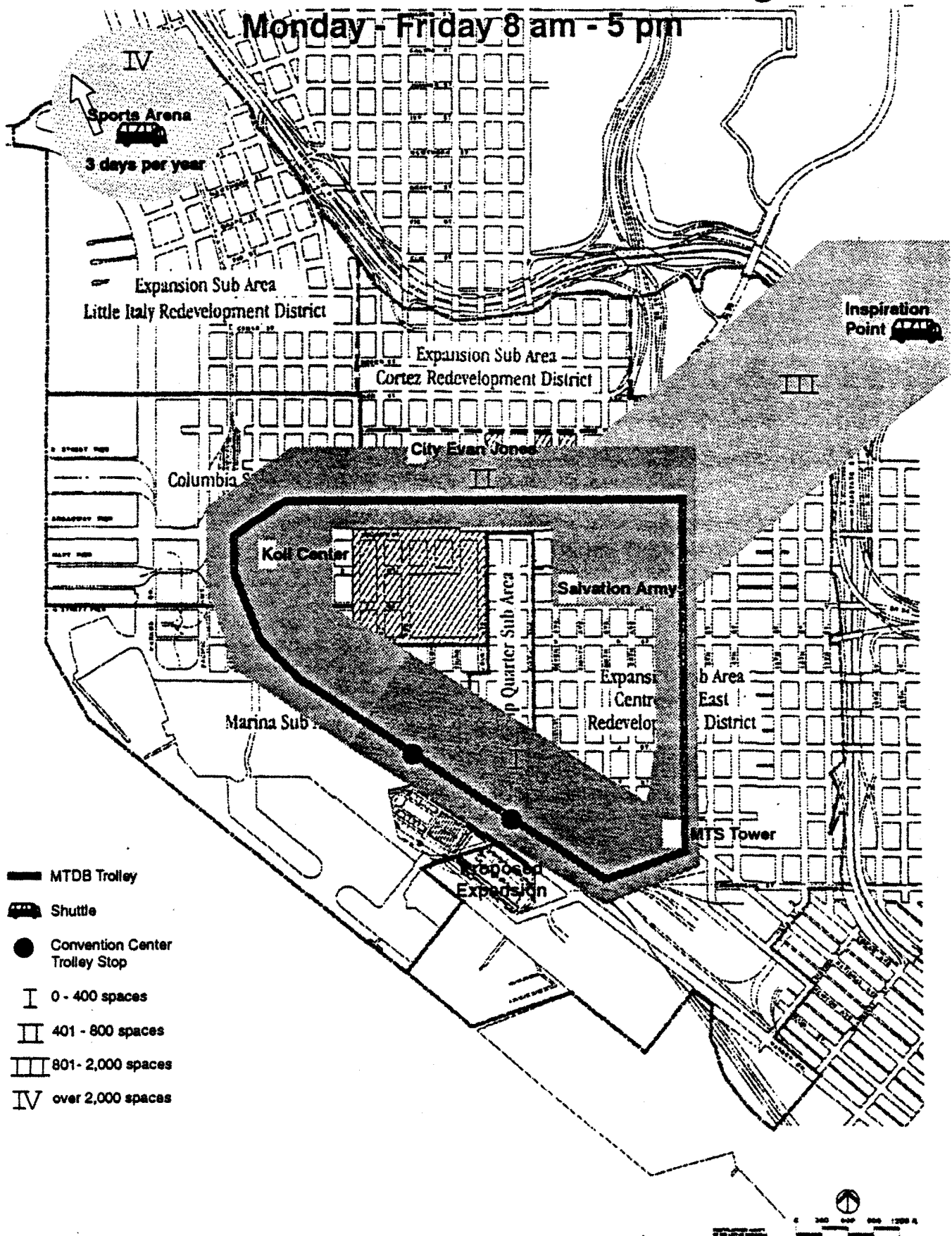
Nearby Parking Inventory

SAN DIEGO CONVENTION CENTER EXPANSION

1275 Available Within 5 Minutes
3300 Available Within 10 Minutes

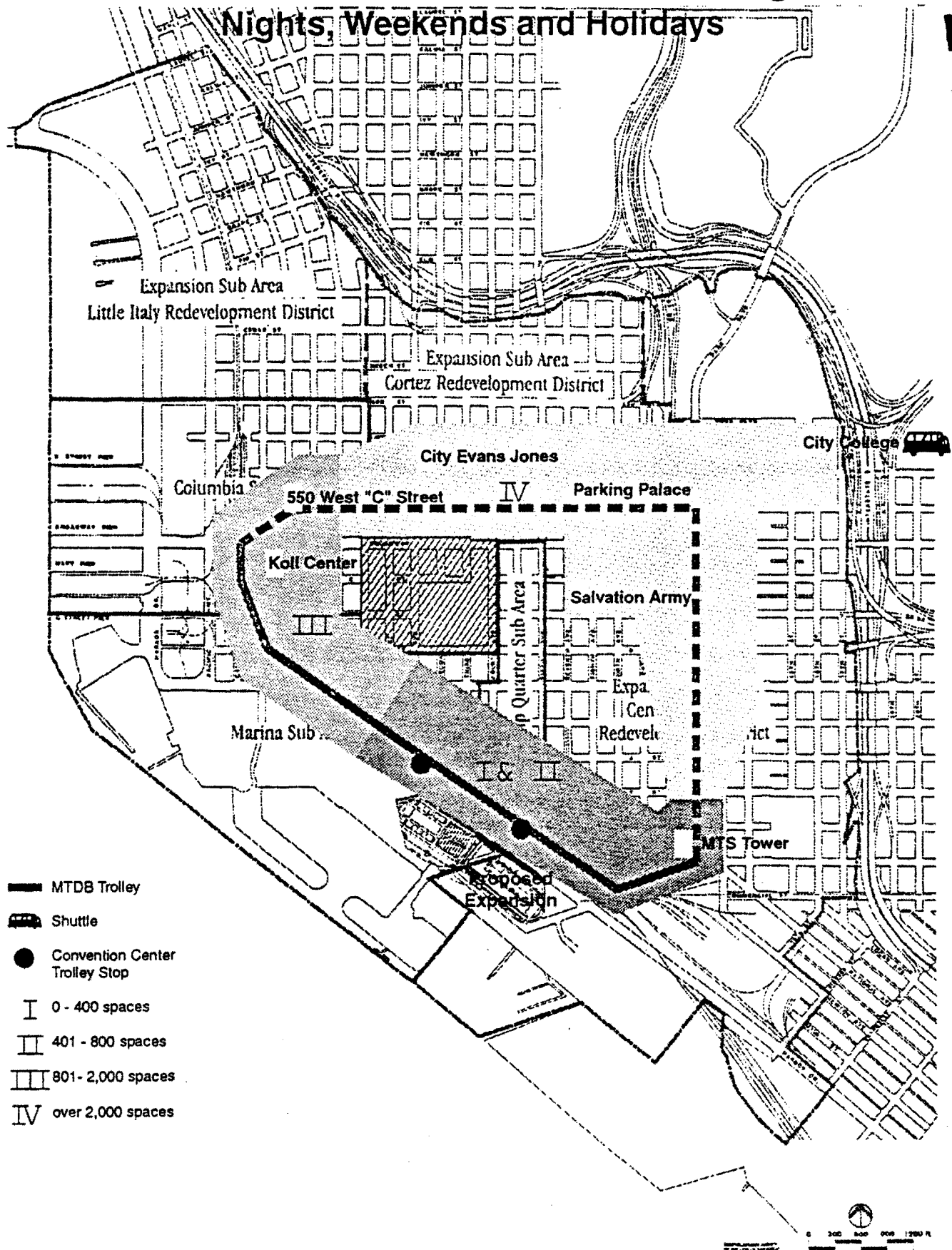
Convention Center Off Site Parking Plan

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) | | 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 | | | | | | | | |
| 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 |

CONVENTION CENTER PARKING ANALYSIS

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

9/1/95

| Date | Day | Convention Center Event(s) | | Embarcadero Event Type & Attendance | 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 | | | | | | | | | | |
| 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) | | 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 | | | | | | | | |
| 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) | | 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 | | | | | | | | |
| 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

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9/1/95

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|--------------|-----------|----------------------------|-------------------|-------------------|------|----------------------|-------------------------------------|------------|-------------------------------|------------|---------------------|------------------|------------------|
| | | 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 | 2319 | 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 | | | | | | | | | | |
| 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 |

CONVENTION CENTER PARKING ANALYSIS

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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 |

CONVENTION CENTER PARKING ANALYSIS

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|--------------|-----------|----------------------------|-------------------|-------------------|-------------------|----------------------|-------------------------------------|------------|-------------------------------|------------|---------------------|------------------|------------------|
| | | Type & Attendance | Type & Attendance | Type & Attendance | Type & Attendance | | | | | | | | |
| Sep 20, 1994 | Tuesday | CT | 1282 | J. Mathis | 3501 | 1190 | 1190 | D | 0 | N | 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 | - | - | | | 2074 | 674 | | 1400 | | 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 |

CONVENTION CENTER PARKING ANALYSIS

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|--------------|-----------|----------------------------|-------------------|----------------------|-------------------------------------|------------|-------------------------------|------------|---------------------|------------------|------------------|
| | | Type & Attendance | 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 |

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 | 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

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

9/1/95

| 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

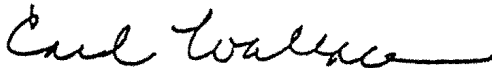
RE: SDCC EXPANSION
DRAFT E.I.R. - PARKING MANAGEMENT PLAN

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



LLLLLL Centre City
LLLLLL Development
LLLLLL Corporation
LLLLLL

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 *RM*
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,

A handwritten signature in dark ink, appearing to read "Ron Oliver".

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

111 W. HARBOR DRIVE SAN DIEGO, CA 92101-7899

619.525.5100 FAX: 619.525.5025



SAN DIEGO CONCOURSE

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

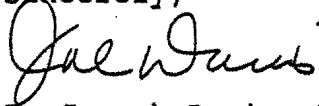
Dear Perry:

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
619.325.5000 FAX: 619.325.5005



SAN DIEGO CONCOURSE
102 C STREET NIS57 SAN DIEGO, CA 92101
619.236.6500 FAX: 619.236.6549



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. Humiston⁴ - 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 San Jose, 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

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.

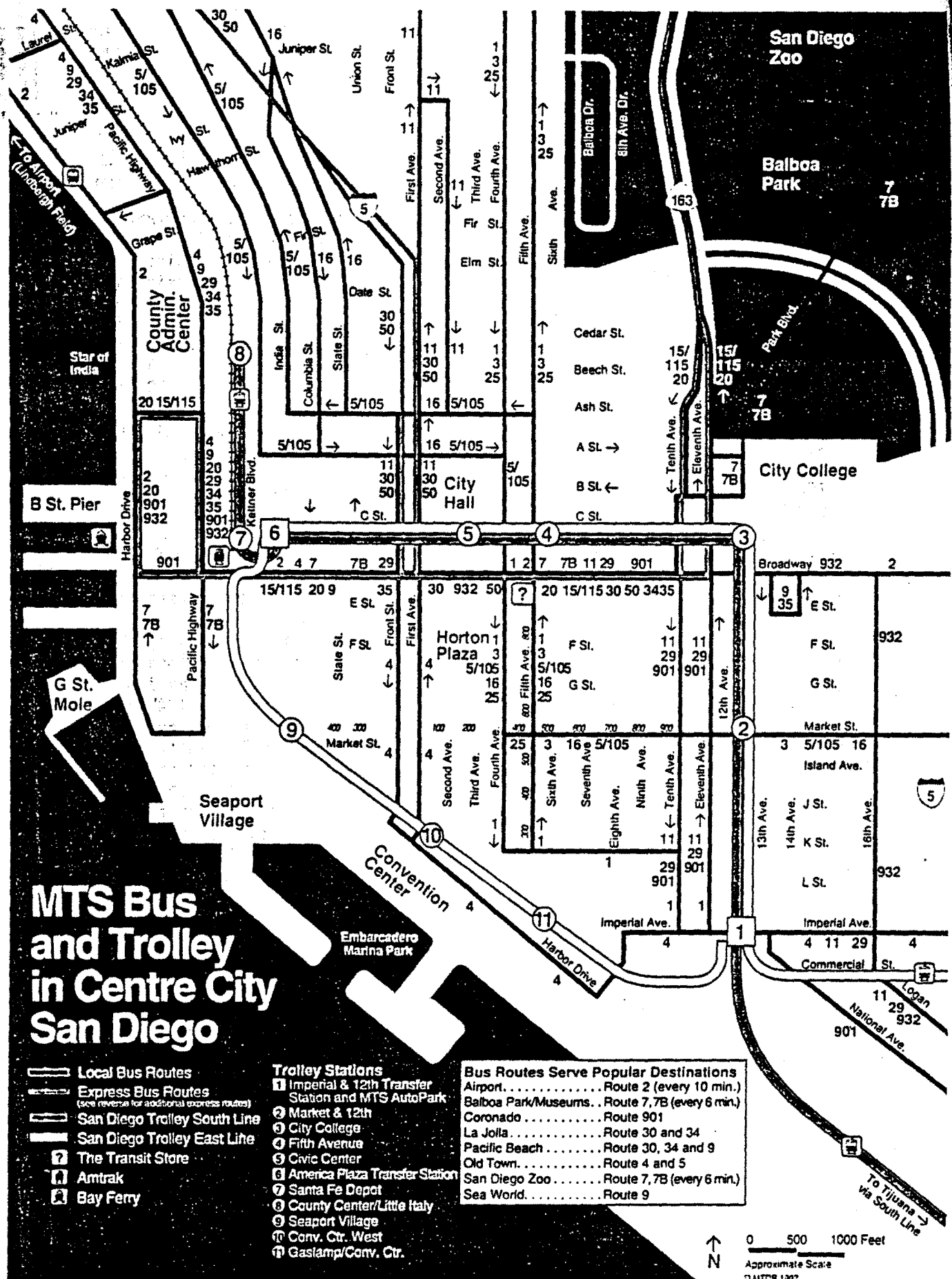
MTS Bus and Trolley in Centre City San Diego

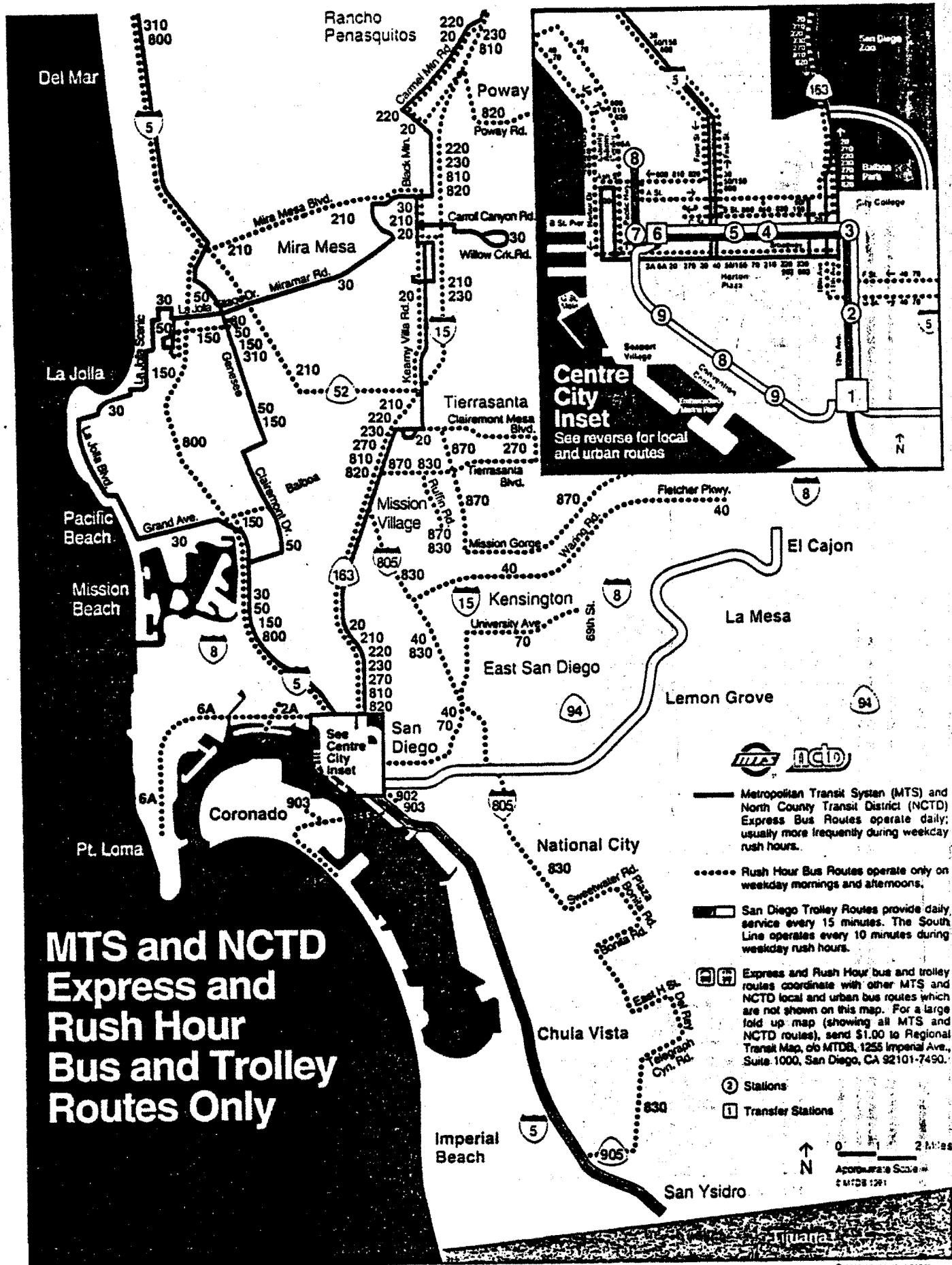
- Local Bus Routes
- Express Bus Routes (see reverse for additional express routes)
- San Diego Trolley South Line
- San Diego Trolley East Line
- The Transit Store
- Amtrak
- Bay Ferry

- Trolley Stations**
- 1 Imperial & 12th Transfer Station and MTS AutoPark
 - 2 Market & 12th
 - 3 City College
 - 4 Fifth Avenue
 - 5 Civic Center
 - 6 America Plaza Transfer Station
 - 7 Santa Fe Depot
 - 8 County Center/Little Italy
 - 9 Seaport Village
 - 10 Conv. Ctr. West
 - 11 Gaslamp/Conv. Ctr.

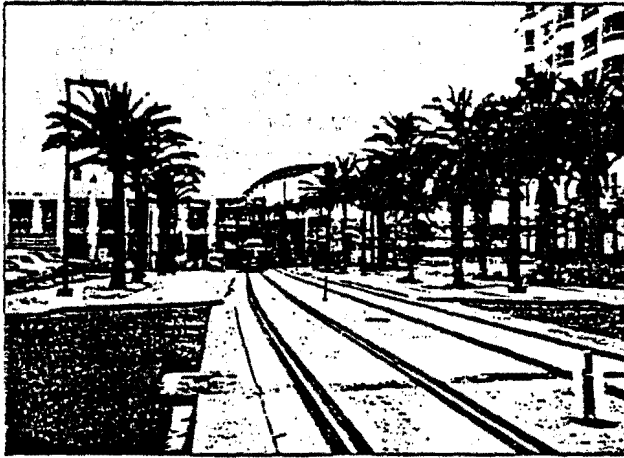
- Bus Routes Serve Popular Destinations**
- Airport.....Route 2 (every 10 min.)
 - Balboa Park/Museums...Route 7, 7B (every 6 min.)
 - Coronado.....Route 901
 - La Jolla.....Route 30 and 34
 - Pacific Beach.....Route 30, 34 and 9
 - Old Town.....Route 4 and 5
 - San Diego Zoo.....Route 7, 7B (every 6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

0 500 1000 Feet
Approximate Scale
© MTS 1992

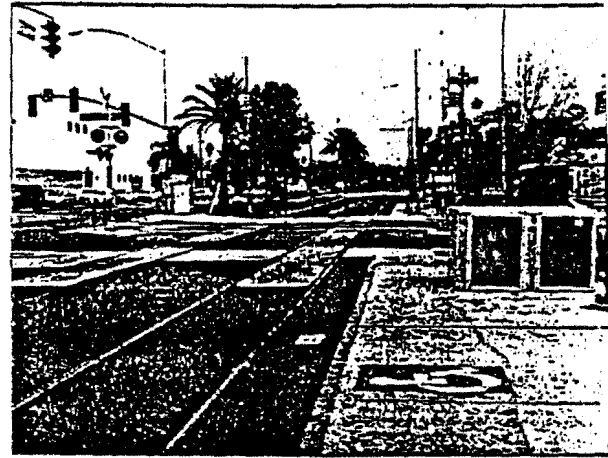




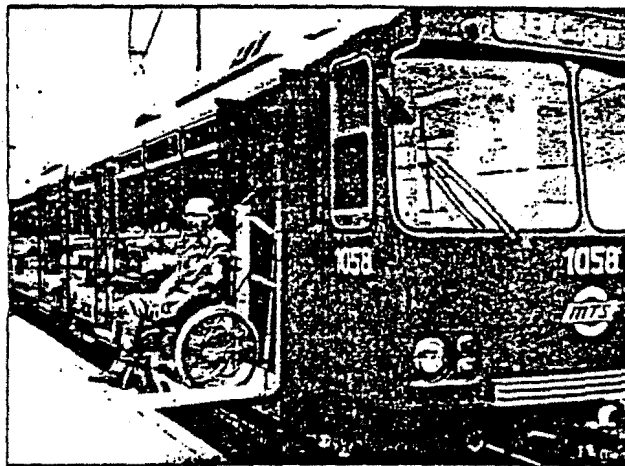
LRT Design Criteria Examples



Centre City 11-foot track centers with concrete paving.



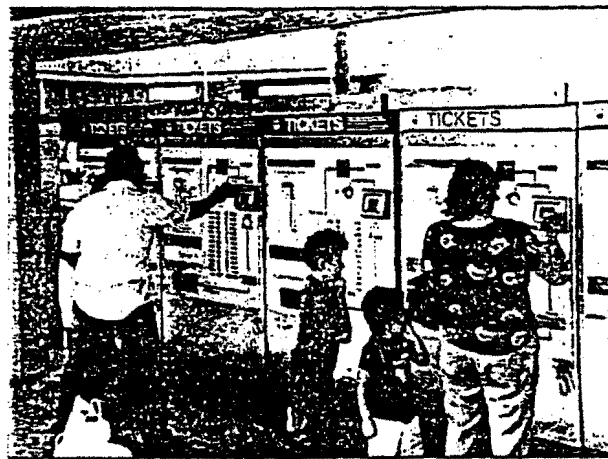
Open track 14-foot centers with landscaping and bike lockers.



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.

| | | |
|--|--------------------------------------|-----------------|
| RIGHT-OF-WAY | Open track standard | 35 feet |
| | Open track centers | 14 feet |
| | Street track standard | 22 feet |
| | Street track centers | 11 feet |
| TRACKAGE | Design speed | 50 mph |
| | Desirable minimum curve radius | 1500 feet |
| | Desirable maximum grade | 4.3 percent |
| VEHICLE (LIGHT RAIL VEHICLE (LRV)) | | |
| Manufacturer | Siemens Duewag | |
| Type LRV | Double-ended articulated car | |
| Train consist | Maximum four cars | |
| Length of LRV | 80 ft. | |
| Contact wire height | | |
| maximum | 22 ft.-6 in. | |
| minimum | 14 ft. | |
| Traction power system | 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 |
| LANDSCAPING | Self-service fare collection | |
| | 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) Kohl 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 Santee, 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)

MEMBER NATIONAL PARKING ASSOCIATION



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

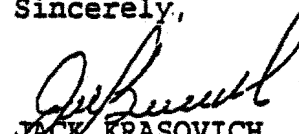
Dear Carol:

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,

A handwritten signature in dark ink, appearing to read 'Daniel M. Casey', followed by a large, stylized flourish or scribble that extends to the right.

Daniel M. Casey
Property Manager

3500 Sports Arena Boulevard
San Diego California 92110



(619) 225-9811
(Fax) 224-3016

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".

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\lse\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,

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)

MEMBER NATIONAL PARKING ASSOCIATION