CALIFORNIA COASTAL COMMISSION

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September 29, 1998

TO:

COMMISSIONERS AND INTERESTED PERSONS

FROM:

DEBORAH N. LEE, SOUTH COAST DEPUTY DIRECTOR

SHERILYN SARB, DISTRICT MANAGER, SAN DIEGO DISTRICT DIANA LILLY, COASTAL PLANNER, SAN DIEGO DISTRICT

SUBJECT:

Staff Recommendation on San Diego Unified Port District Port Master Plan Amendment No. 26 (South Embarcadero Redevelopment Program I). For

Commission consideration and possible action at the Meeting of October 13-16,

1998)

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending that the Commission approve the proposed amendment to the certified Port District Master Plan which would allow for the following development within the area of San Diego's waterfront known as the South Embarcadero. The plan would allow construction of a new 448-foot high, 810 room Hyatt hotel with approximately 40.850 sq. ft. of new meeting and ballroom space west of the existing Hyatt tower; the expansion of Seaport Village in the area of the old City Police Station, including the construction of 183,280 sq.ft. of restaurant, theater, entertainment and retail floor area in twenty-two new buildings; construction of a 4.1 acre public park/plaza referred to as Central Park and located between the new Hyatt tower and Seaport Village; widening Harbor Drive between Broadway and Pacific Highway from two lanes to four lanes; and, public access, signage and art improvements. The amendment also includes adoption of a Public Access Program and Parking Management & Monitoring Program for the South Embarcadero to address the potential parking demand and impacts to traffic circulation through means other than on-site parking which include: off-site valet parking, off-site employee parking with shuttle service, encouraging transit, providing incentives for airport shuttle use, etc. along with maximizing on-site parking. Other issues relate to protection of existing public views toward the bay and provision of available and affordable public parking and access opportunities. Staff recommends that the Commission find the amendment, as submitted, consistent with the resource protection, public access and recreation policies of Chapter 3 and Chapter 8 of the Coastal Act.

The appropriate motion and resolution can be found starting on Page 2. The main findings for approval of the amendment as submitted begin on Page 3.

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 January 16, 1998. 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 September 14, 1998. However, on July 31, 1998, the Commission received a letter from the Port District waiving the time restriction provided the subject amendment is placed on the October Commission agenda for action. Section 30700 of the Coastal Act states that Chapter 8 shall govern those portions of the San Diego Unified Port District located within the coastal zone, excluding any wetland, estuary, or existing recreation area indicated in Part IV of the Coastal Plan. The entire water area under the jurisdiction of the Port of San Diego is covered by Chapter 3 policies because San Diego Bay is mapped as an estuary and wetland in Part IV of the Coastal Plan, and on the maps adopted by the Commission pursuant to Section 30710 of the Act. The proposed amendment involves changes to land use designations and only a corrective change to a water designation. However, Chapter 3 is also the standard of review for all projects appealable to the Coastal Commission. The amendment includes text changes and a new project list for several appealable developments including the redevelopment and expansion of Seaport Village which includes the removal of the City Police Station, construction of the new Hyatt hotel tower and meeting rooms, construction of Central Park, and widening Harbor Drive. Chapter 8 of the Coastal Act is the standard of review for the balance of 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. 26)

MOTION I

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

Staff Recommendation

Staff recommends a <u>YES</u> 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. 26, and finds, for the reasons discussed below, that the amended Port Master Plan conforms with and carries out the policies of Chapter 3 and 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. <u>Previous Commission Action</u>. The Commission certified the San Diego Unified Port District Master Plan on October 14, 1980. The Commission has reviewed twenty-five 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 uses and proposed projects 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 3 and Chapter 8 policies of the Coastal Act.

The proposed amendment was the subject of an Environmental Impact Report under the California Environmental Quality Act. The Environmental Impact Report associated with the plan amendment was subject to public review and hearing and was adopted by the Board of Port Commissioners on May 26, 1998 as Resolution #98-135. A public hearing on the proposed master plan amendment was held and the amendment was adopted by the Board of Port Commissioners on May 26, 1998 as Resolution #98-136.

- C. <u>Standard of Review</u>. Proposed projects listed as appealable in Section 30715 must be consistent with the policies of Chapter 3 of the Coastal Act. As noted above, the proposed amendment involves the following appealable projects:
- Redevelopment and expansion of Seaport Village, including removal of the old City Police Station;
- Construction of the new Hyatt hotel tower and meeting rooms;
- Construction of Central Park; and,
- Improvements to Harbor Drive between Broadway and Pacific Highway.

Therefore, the policies of Chapter 3 of the Coastal Act are the standard of review for these portions of the proposed amendment. Chapter 8 of the Coastal Act is the standard of review for the balance of the proposed amendment.

D. Summary of Proposed Plan Amendment/History. The proposed master plan amendment involves changes to the text and project list of Planning District 3 (Center City Embarcadero) to allow for the construction of specific commercial recreation uses including the expansion of the existing Hyatt hotel and Seaport Village. The Hyatt hotel expansion involves the construction of a new 448 foot-high, 810-room hotel tower located northwest and parallel to the existing Hyatt tower. The two towers would be connected by approximately 40,850 sq. ft. of new meeting and ballroom space in a 62-foot high structure between the two towers. The new tower would remove an existing approximately 155-space public parking lot, and require the elimination of the Market Place cul-de-sac. Approximately .8 acres of "Circulation/Street" would be redesignated as "Commercial Recreation", and .3 acre of "Commercial Recreation" would be

redesignated "Circulation/Street" to create a new cul-de-sac from Kettner Boulevard to the loading dock area of the Hyatt. An approximately .7 acre triangle-shaped parcel at the southeast corner of Harbor Drive and Kettner Boulevard next to the proposed tower would be redesignated from "Commercial Recreation" to "Public Park/Plaza" and developed as public open space known as Market Plaza.

The Seaport Village expansion involves the construction of an additional 183,280 sq.ft. of commercial retail, entertainment and restaurant floor area, in 22 new buildings. Building heights are proposed to average 35-40 feet with at least one building a maximum of 65 feet high. The existing Chesapeake Fish Company fish processing building and the commercial fishing boat unloading dock will be retained. Two separate subterranean parking garages with at total of approximately 1,310 parking spaces would be located in the central and western portion of the expansion area. The proposed buildings would be located between Harbor Drive and the existing Seaport Village, including the area where the former San Diego Police Station is located. The expansion proposes to retain or replicate the police headquarters tower and retain or replicate the compound's east, north, and west facades and the arched gateway. Removal of the police station has been contemplated in the Port Master Plan since it was first adopted by the Commission in 1981.

The Central Park would consist of an approximately 4.1 acre phased public park/plaza located between California Street and Kettner Boulevard, and eventually extending to the existing Embaracadero Marina Park North. The Harbor House Restaurant will remain in its current location between the proposed Central Park and the existing park until its lease expires in the year 2018. The exact design of the park and any associated public facilities have not been determined yet. The park area would be redesignated from "Commercial Recreation" to "Public Park/Plaza".

The amendment also includes adoption of a Public Access Program and Parking Management & Monitoring Program for the South Embarcadero. The Public Access Program lists and describes the existing and proposed public accessways in the South Embarcadero and identifies the public amenities associated with the parks and accessways. The Parking Management & Monitoring Program lists objectives for achieving increased transit use and identifies existing and proposed parking spaces. The plan also estimates the proposed demand for parking with implementation of the amendment, and provides a parking demand reduction strategy aimed at reducing the amount of parking necessary to serve the proposed development. The parking demand reduction strategy envisions a number of strategies to reduce the demand for parking including the provision of additional bicycle racks and pedicab spaces, and incentives for transit and shuttle usage, but also relies on the use of off-site valet parking.

Other improvements proposed under the amendment include, widening Harbor Drive between Broadway and Pacific Highway from two lanes to four lanes, and language is added throughout the Master Plan regarding the provision of artistic and educational material along the Bay shoreline. The amendment also redesignates an approximately 1.6 acre area at the northwest corner of Harbor Drive and 8th Avenue, adjacent to the previously certified Convention Center expansion area, from "Commercial Recreation" to "Public Recreation Park/Plaza". This revision is correcting an omission of the park known as the Eighth Street Plaza from the revised map prepared for PMPA 21, the expansion of the convention center.

The proposed amendment also adds a water allocation for "Boat Anchorage" of 25 acres in Table 10 of the certified Port Master Plan, to reflect the trapezoidal A-3 Anchorage Precise Plan Map water allocation shown in Figure 11 which was previously certified by the Coastal Commission in PMPA 7 on April 25, 1985. The amendment is a clarification of the Port Master Plan to maintain internal consistency.

E. Conformance with the Coastal Act. The proposed amendment would result in changes to 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 3 and Chapter 8 policies of the Act:

1. Applicable Policies

Section 30210.

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

Section 30211.

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

Section 30212.

- (a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:
- (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,
 - (2) adequate access exists nearby, or,

Section 30213.

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

Section 30251.

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

Section 30252.

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

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 multicompany use of facilities.

2. Findings for Consistency with Chapter 3/Chapter 8 of the Coastal Act

a. <u>Public Access/Recreation</u>: As noted above, numerous Coastal Act policies pertain to the provision of adequate public access to the shoreline. When development does not provide adequate parking facilities, or alternative means of access such as public transit, the general public can be precluded from accessing the shoreline. The Parking Management & Monitoring Program submitted as a component of the proposed amendment is intended to ensure that the proposed development will maintain and enhance public access to the coast consistent with the public access and recreation policies of the Coastal Act.

The program contains an estimated parking demand for the proposed Hyatt expansion and the Seaport Village expansion. Using a range of parking demand generation rates including the Coastal Commission 1977 guidelines, figures from the Urban Land Institute, and the San Diego LCP 1-95 (Mission Bay Master Plan), the program estimates that the Hyatt expansion will be anywhere from 1,190 to 3,529 spaces short of the meeting the amount of parking if required on-site. The Seaport Expansion would be from 260 to 2,156 parking spaces short of the meeting the expected demand through on-site parking.

To address this shortfall, PMPA #26 includes a Parking Management and Monitoring Program (ref. Exhibit 3). The objectives and standards of the program are detailed in sections 2A and B of the program and include provisions to maximize public access and recreational opportunities to and along San Diego Bay for all people, including those employed within the South Embarcadero, while also reducing automobile parking demand and traffic congestion. Toward this goal, the Port proposes to install four new bus turnout facilities, launch an effective public information campaign to "Ride the [Bus, Trolley, Shuttle, etc.] to the Bay, require shuttle programs for employees and staff, require bike and pedi-cab parking, encourage feasible water borne transit opportunities, improve bike and pedestrian crossings and enhance public access signage.

Additionally, commercial recreational development must be consistent with the on-site parking, parking demand reduction, and peak off-site parking program provided in Table A, which identifies specific standards and means to eliminate unmanaged, on-street commercial recreational parking demand. Implementation of such measures is key to the success of the program and required in order for the PMPA to be found consistent with the public access and recreation policies of the Coastal Act. Therefore, the PMPA #26 requires that every applicant for a coastal development permit for a commercial recreational use within the South Embarcadero demonstrate compliance with the measures included in Table A and the Parking Management and Monitoring Program as a condition of issuance of the coastal development permit. The standards for compliance are detailed in Table A and specific measures toward implementation are more fully discussed in the Parking Management section of the program

Such measures include, but are not limited to:

Maximizing feasible on-site parking for patrons;

- Eliminating employee and staff on-site parking demand through implementation of a subsidized mass transit program, provision of employee parking spaces, and offsite employee parking with connecting shuttle service to and from the commercial recreational facility;
- Reduction in patron demand for on-site parking through incentives to use airport shuttle/transit; and,
- Provision of off-site parking, with valet and/or shuttle service as appropriate, for patrons during the peak automobile parking demands.

Seaport Village would also be required to post all of the walkways and free public accessways which are accessible to disabled persons, and provide all of its underground automobile parking spaces as "public parking".

The Automobile Parking Reduction Program includes such measures as provision of an airport shuttle service to assure 25% utilization, and the "ride the trolley and bus to the bay" campaign. The applicants must also maximize feasible on-site parking to meet the standard demand which may include additional subterranean parking. The off-site valet parking program requires provision of legally sustainable offsite parking to meet peak demand. As part of this program, the applicant shall submit written evidence of and availability of the offsite parking spaces equivalent to the parking deficiency for the development as identified in Table A. The parking must not be previously committed to any other use and available for a minimum one year period. The agreement to provide such parking shall be recorded and reviewed for consistency with the provisions of the program, based on a monitoring report submitted by the applicant. The annual report shall be reviewed by the Port District and Coastal Commission staff and any identified deficiencies in the implementation scheme must be corrected, which will be part of the condition of approval of the coastal development permit.

In summary, the Port District is proposing the above stated measures as a means to assure that public access and recreational opportunities at South Embarcadero will not be diminished by the Hyatt Tower and Seaport Village expansion projects. The Commission has expressed concern regarding the implementation of the program, specifically with the reliance of the program on off-site valet parking. However, the Port has identified the availability of over 1,000 parking spaces within a one-mile radius north of First Ave. to meet the projected shortfall at peak use periods. Therefore, the Commission is accepting the proposed Parking Management and Monitoring Program as adequate to carry out the provisions of Section 30252 which identifies a combination of measures to meet parking demand, in addition to providing adequate on-site parking, which include, facilitating the provision or extension of transit service, providing non-automobile circulation within the development, and providing substitute means of serving the development with public transportation. The implementation of the proposed Parking Management and Monitoring Program will be through Port District approvals of coastal

development permits which must contain the full-range of such parking demand reduction measures. Additionally, the Port decisions on the coastal development permits are appealable to the Coastal Commission if such approvals are not in conformance with the certified Port Master Plan and the public access and recreation policies of the Coastal Act.

The other provision of the proposed PMPA #26 which the Commission finds requires specific attention is the provision of dedicated public parking spaces throughout the South Embarcadero or Planning District 3. The Parking Management and Monitoring Program requires that up to 100 additional parking spaces for general public use be provided by both the Hyatt and Seaport Village within or adjacent to the South Embarcadero plan area pursuant to a demand study. Such parking may be accommodated through restriping or provision of new on-street parking or combination thereof.

The Commission has expressed concern regarding the actual provision of such parking, finding that, at a minimum, 200 spaces is necessary to ensure the public has a reasonable opportunity to access the shoreline. An additional concern is that the parking must be available on a practical level. Currently, patrons of the Seaport Village lots can park for several hours free of charge with any purchase from a Seaport Village merchant. The ACE parking lot is currently available for full-day use for a moderate fee. In contrast, spending even several hours in the Hyatt parking lots at current parking rates is two to three times as expensive as spending the day in the existing parking lots.

Therefore, the Commission is concerned about the proposed language in the PMPA which does not assure that a minimum of 200 available and affordable public parking will be provided. In response to staff's stated concerns, the Port District has completed a recent parking survey that identifies the ability to provide a total of 201 public parking spaces within the South Embarcadero area, either on public streets or within the street system of the public park areas. This Public Parking Inventory (ref. Exhibit 6) has now been incorporated into the Parking Management and Monitoring Program and will be provided in association with construction of the Harbor Drive improvements, the Seaport Village expansion and the Hyatt hotel expansion projects. In addition, the 1300 underground and at grade parking spaces within the Seaport Village will be offered and advertised as "public parking". Also, on-site public parking will be provided with the Hyatt expansion on an as-needed basis commensurate with the existing supply and projected demand of public parking at the time of construction. For instance, the construction of the Hyatt tower will remove the 155 space public parking lot which must be replaced prior to or concurrent with its removal. The timing of provision of the public parking will be addressed through conditions of approval of the coastal development permits and failure to provide for dedicated public parking and replacement public parking at the time of build-out of the proposed commercial recreation and public park improvements would be grounds for appeal of the Port decisions to the Coastal Commission. The Commission finds the timely provision of a minimum of 200 available and affordable public parking spaces is a necessary component of the Port Master Plan in order to meet the requirements of the public access and recreation policies of the Coastal

Act and Section 30213 which protects lower cost visitor and recreational facilities within the coastal zone.

The provision of 200 pubic parking spaces also offsets the impact the proposed developments will have on traffic circulation along the major coastal access routes of Harbor Drive and Pacific Highway. A traffic analysis has been prepared as part of the environmental review for the Port Master Plan amendment. The Coastal Act Consistency Analysis which has also been transmitted as part of the submittal states the following regarding traffic impacts associated with the Seaport Village and Hyatt hotel expansions.

The proposed widening of Harbor Drive between Pacific Highway and Broadway to four lanes and 25,000ADT (up from an existing LOS E capacity of 10,000) will be able to accommodate projected public access and recreational, as well as commercial recreational traffic to and from the South Embarcadero, especially when coordinated with recommended increased shuttle, transit and alternative transportation means that are designed to reduce automobile trip demand rates between the South Embarcadero and points north.

The EIR states the existing capacity of Harbor Drive to the south of the Hyatt and Seaport Village Expansion project areas is 50,000 ADT's (Pacific Highway to Front Street intersections) and 40,000 ADT's (Front Street to Eighth Ave. intersections). Cumulative build-out, including the two commercial recreational developments provided in PMPA 26, will generate Harbor Drive daily traffic volumes of up to 27, 790 (LOS B) and 25, 270 (LOS C), resp. The projected maximum volume/capacity ratios of 0.56 and 0.63, resp., along Harbor Drive will thus reserve adequate public access and recreational traffic capacity in the "southern" segment of Harbor Drive after PMPA 26 implementation, according to the EIR traffic consultant. (It should be noted that the traffic generation data utilized by the consultant includes 660 additional rooms, 60,000 additional sq.ft. of retail space and over 15,000 sq.ft. of addition meeting/ballroom space at the Marriott site, all of which have been deleted from PMPA 26). The traffic generation effects of PMPA 26 and of the Seaport Village expansion and Hyatt expansion projects on the first continuous public street that parallels the shoreline are, therefore, consistent with the applicable public access and recreational standards of the Coastal Act.

Finally, PMPA #26 also includes a Public Access Program which defines and implements an extensive multi-modal pedestrian, bicyclist, mass-transit and automobile-based system to provide a variety of free and low-cost San Diego Bay waterfront public recreational opportunities for a broad range of individuals and families who reside in the region, as well as visitors. Access facilities will be constructed and maintained to be accessible to persons with disabilities.

The program includes the existing Embarcadero Promenade (ref. attachment to Exhibit 5) which will ultimately extend along 4,600 feet of San Diego Bay in Planning Subareas 34 (Tuna Harbor) and 35 (Marina Zone). The promenade provides a pedestrian California urban waterfront experience, including a commercial and naval harbor, working fisheries,

two publicly accessible piers, two shoreline public parks, recreational boating and ferry/water taxi facilities, and many water-related commercial recreational enterprise. The Public Access Program also includes provision of eleven public accessways which will directly connect Harbor Drive with the Embarcadero Promenade. Those accessways, extending from Eighth Street Plaza east of the convention center to north of Tuna Harbor are shown on the attachment to Exhibit 5.

As a clean-up measure, the PMPA includes revision to the language addressing the accessways associated with the convention center expansion and mapping of the Eighth Street Plaza, and contained an error in striking the language referring to the skywalk. The Port District staff has indicated the deletion of the lines on page 88b of "over the convention center connecting" is a typographical error and that language should remain in the plan document as previously certified. With provision of the substantial public access opportunities along with public access signage and public art improvements, the Commission finds the proposed PMPA is in conformance with Chapter 3 and Chapter 8 policies of the Coastal Act.

b. Visual Resources:

- 1) Hyatt Expansion. The amendment would provide for the construction of a new 448 foot high hotel tower with a 62 foot high, 40,850 sq.ft. meeting space/ballroom structure connecting the new tower to the existing hotel. The project will extend structural building mass along or near Harbor Drive for approx. 360 additional linear feet to the north, resulting in a cumulative building frontage along Harbor Drive of approx. 3, 520 linear feet between the expanded convention center on the south and the second Hyatt hotel. However, the PMPA #26 will require a 475 foot wide open space and public recreational park, plaza, and accessways in the area of California Street-Central Park-Kettner Boulevard-Market Plaza, south of Harbor Drive. The creation of the public open space area is 32% longer than the Hyatt expansion project street frontage along Harbor Drive and located between the Hyatt tower and the Seaport Village expansion area. The public open space will help mitigate the project's visual impact. Although there are no public views of the bay that will be blocked by the proposal, the openness of the area in the vicinity of the new tower and awareness of the shoreline will be significantly affected.
- 2) Seaport Village. The Seaport Village expansion covers approximately 14.1 acres within the Centre City Embarcadero planning area. The amendment involves the construction of approximately 183,280 sq.ft. of new commercial retail, entertainment and restaurant floor area, in 22 new buildings. The existing land use designation of "Commercial Recreation" will remain. Building heights are proposed to average 35-40 feet with at least one building a maximum of 65 feet high. The existing police station, built in 1939, appears as a single structure; however, it is actually a complex of five structures ranging from one to three stories high. The entrance is distinguished be a three-story tower with an arched gateway. The Seaport Village expansion includes demolition, partial conservation and reuse and/or replication of the potentially historically

significant structures in the complex, including the 65 foot high tower. The EIR states that retention of the existing deteriorated police station would conflict with the environmentally preferred location of Central Park and the associated subterranean parking structure. Siting the park where above the proposed underground parking will avoid significant adverse visual quality effects that would occur from an above-ground structure in this location. There has been some concern expressed regarding the height of the Seaport Village underground parking structure and its extension above grade. In response, the applicant indicates the proposed design would call for a minor extension above grade (maximum of 40 inches) roughly throughout the interior of the project but substantially setback from Kettner Blvd. and Harbor Drive. The following language has been adopted by the Port as part of the PMPA #26: "Underground parking garage located below the Central Park will be constructed to be at grade along Kettner Blvd.; and Harbor Drive and will be designed to minimize any increased height above grade across Central Park". Any intrusion of the proposed parking structure into the visual corridor provided by Central Park and Pier Walk would not be consistent with the certified PMPA #26.

3) Central Park. The proposed Central Park will consist of 4.1 acres of public open space and recreational park and/or plaza area between Harbor Drive, North Embarcadero Marina Park, Kettner Boulevard, and the Hyatt hotel leasehold. The park will be developed in two phases, with the first phase consisting of approximately 2.3 acres located on the eastern part of the old Police Station site and parts of the existing Seaport Village and parking lot. The second phase will consist of approximately 1.8 acres on the site of the existing Harbor House Restaurant which will connect the first phases of the park with the existing Embarcadero Marina Park North when the Harbor House's lease expires in 2018. Although the Central Park will not be fully implemented for approximately 20 years, the area will provide a broad, open, public amenity for area. In combination with the proposed Pier Walk through Seaport Village, a new view of the water from Harbor Drive/Kettner Boulevard will be created.

Therefore, although there will be visual impacts associated with the new Hyatt tower and the Seaport Village expansion project, public view corridors toward the bay will be maintained as shown on Exhibit 7. Additionally, all view corridors are developed as public access corridors in the PMPA #26. The plan assures that no buildings, exterior commercial seating, or landscaping associated with commercial uses that may block public access or impede public views toward San Diego Bay shall be permitted in any public accessway or view corridor. Implementation of this requirement shall be assured through conditions of approval on the subsequent coastal development permits. Therefore, the proposed PMPA #26 with its public park and open space components which will be built as part of the first phase of development, to offset the visual impacts of the proposed development, can be found consistent with the Chapter 3 and Chapter 8 policies of the Coastal Act.

F. Consistency with the California Environmental 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. Potential adverse impacts to coastal zone resources include traffic and visual effects of the development. The proposed amendment was the subject of an Environmental Impact Report under CEQA. The EIR was subject to public review and hearing and was adopted by the Board of Port Commissioners. The final EIR found the proposed project would have significant unavoidable environmental impacts on the following areas: urban design/visual quality; cultural resources; air quality; cumulative urban design/visual quality; cumulative land/water use compatibility; cumulative traffic circulation; cumulative air quality and cumulative noise; however, the Port adopted a Statement of Overriding Considerations finding that specific economic, social and other expected benefits of the projects outweigh the potential significant unavoidable environmental risks. The Commission has found the proposed PMPA #26 to be in conformance with Chapter 3 and Chapter 8 policies of the Coastal Act and that the proposed amendment will not result in significant adverse impacts to the environment of the coastal zone. Therefore, the Commission finds the amendment is consistent with the California Environmental Quality Act.

(pmpa26.doc)

Re Amendment of Port District

Master Plan - South Embarcadero

Redevelopment Program Area 1



RESOLUTION 98-136

WHEREAS, the San Diego Unified Port District (Port District) has an adopted Port Master Plan which has been certified by the California Coastal Commission; and WHEREAS, said Plan was prepared, adopted and certified pursuant to the Port District Act, the California Coastal Act and other applicable laws; and

WHEREAS, a proposed Plan Amendment consisting of Plan Amendment Text and Graphics, the Public Access Program, the Parking Management Program and the Final Coastal Act Consistency Analysis for the South Embarcadero Redevelopment Program Area 1 has been prepared and processed consistent with the California Coastal Act; and

WHEREAS, a Final Environmental Impact Report pursuant to the California Environmental Quality Act, State CEQA Guidelines, and Port District procedures relative to said Amendment has been prepared, considered and certified, NOW, THEREFORE,

BE IT RESOLVED by the Board of Port Commissioners of the San Diego Unified Port District, as follows:

That the Master Plan of the Port District is amended by incorporating therein the Master Plan Amendment, on file in the office of the Port District Clerk as Document No.

37572 _____, pertaining to said South Embarcadero Redevelopment area.

BE IT FURTHER RESOLVED that the Executive Director or his designated representative is hereby authorized and directed to transmit said Master Plan Amendment, together with all relevant factual information, the certified Final Environmental Impact Report, and the Coastal Act consistency analysis to the California Coastal Commission for

EXHIBIT NO. 1

Port Master Plan
Amendment #26
Resolution of Port
Master Plan
Amendment Submittal



its review, approval and certification pursuant to the California Coastal Act, and that said Amendment will take effect automatically and be deemed fully certified upon Coastal Commission approval pursuant to Public Resources Code Section 30714. This action by the Board of Port Commissioners constitutes formal adoption of the Coastal Commission's certification of the referenced Amendment.

ADOPTED this 26th day of May, 1998.

sw 5/26/98 San Diego Unified Port District
Proposed Master Plan Amendment



South Embarcadero Redevelopment

Existing/Proposed Plan Text and Proposed Plan Graphics

April 30, 1997

Revised May 26, 1998

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

EXHIBIT NO. 2

Port Master Plan Amendment #26

Draft Port Master Plan Amendment

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California Coastal Commission

- Views should be enhanced through <u>view corridors</u>, the preservation of panoramas, accentuation of vistas, and shielding of the incongruous and inconsistent.
- Establish guidelines and standards facilitating the retention and development of an aesthetically pleasing tideland environment free of noxious odors, excessive noise, and hazards to the health and welfare of the people of California.
 - the
- Establish and foster an artworks program to promote, enhance, and enliven the waterfront experience through the public and private placement of works of art.
- IX. THE PORT DISTRICT WILL INSURE PHYSICAL ACCESS TO THE BAY EXCEPT AS NECESSARY TO PROVIDE FOR SAFETY AND SECURITY, OR TO AVOID INTERFERENCE WITH WATERFRONT ACTIVITIES.
- Provide "windows to the water" at frequent and convenient locations around the entire periphery of the bay with public right of way, automobile parking, bicycle parking, and other appropriate facilities.
- ° Provide access along the waterfront wherever possible with promenades and paths where appropriate, and elimination of unnecessary barricades which extend into the water.
- X. THE QUALITY OF WATER IN SAN DIEGO BAY WILL BE MAINTAINED AT SUCH A LEVEL AS WILL PERMIT HUMAN WATER CONTACT ACTIVITIES.
- Maintain a program of flotsam and debris cleanup.
- ° Insure through lease agreements that Port District tenants do not contribute to water pollution.
- ° Cooperate with the Regional Water Quality Control Board, the County Health Department, and other public agencies in a continual program of monitoring water quality and identifying source of any pollutant.
- ° Adopt ordinances, and take other legal and remedial action to eliminate sources of pollution.
- XI. THE PORT DISTRICT WILL PROTECT, PRESERVE, AND ENHANCE NATURAL RESOURCES, INCLUDING NATURAL PLANT AND ANIMAL LIFE IN THE BAY AS A DESIRABLE AMENITY, AN ECOLOGICAL NECESSITY, AND A VALUABLE AND USABLE RESOURCE.
- Promote and advance public knowledge of natural resources through environmental educational materials.
- ° Identify existing and potential assets.
- ° Keep appraised of the growing body of knowledge on ecological balance and interrelationships.
- ^o Encourage research, pilot programs, and development in aquaculture as long as it is consistent with this goal.
- Administer the natural resources so that impacts upon natural resource values remain compatible with the preservation requirements of the public trust.

TABLE 4

PORT MASTER PLAN

LAND AND WATER USE ALLOCATION SUMMARY

LAND			WATER			TOTAL ACRES SOFTOTAL		
USE	Existing		USE	Existing		A C H Existing	Revised	% OF TOTAL Existing Revised
COMMERCIAL	262,4	151.8		414.0		774.3	757.5	15%
WARNE SALES AND SERVICES	26.2		WARINE SERVICES BERTTHING	23.1				
APPORT RELATED COMMERCIAL	38.0							
COMMERCIAL FISHING	7.6		COMMERCIAL FISHING BERTHING	50.0				
COMMERCIAL RECREATION	2 88.8	275.1	RECREATIONAL SCAT SERTHING	330.6				
SPORTF SI I NG	3.7		SPORTFSHING BERTHING	10.3				
INDUSTRIAL	1165.3			193.3		1354.6		26%
AVIATION RELATED INDUSTRIAL	152.9							
NOUSTRIAL BUSINESS PARK	113.7							
WARINE RELATED INDUSTRIAL	332.8		SPECIALIZED BERTHING	141.7				
MARINE TERMINAL	149.5		TERMINAL BERTHING	51.8				
INTERNATIONAL AIRPORT	416.3							
PUBLIC RECREATION	258-1	254.0		278.1		533.2	542.1	10%
OPENSPACE	19.1		OPEN BAY/WATER	278.1			•	
PARKIPLAZA	127.3	134.9						
COLFCOURSE	98.2							
PROMEWOE	10.5	11.8						
CONSERVATION	394.7			1053.6		1448.3		27%
WETLANDS	304.9		ESTUARY	1053.6	•			
HABITAT REPLACEMENT	89.5			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
PUBLIC FACILITIES	224.4	223.7	<u>.</u>	392.9		617.0	115.1	12%
HAPBOR SERVICES	4.9		HAPBOR SERVICES	10.5				
CITY PUMP STATION	0.4		BOAT NAVIGATION CORRIDOR	297.0	272.0			
FIRE STATION	0.4		BOAT ANCHORAGE		25.0			
STREETS	218.4	218.0	SHIP NAVIGATION CORRIDOR	60.6				
			SHIP ANCHORAGE	24.8		•		
HILITARY	25.9			125.8	٠.	151.5		3%
NAVY PLEET SCHOOL	25.9		NAVY SMALL CRAFT BERTHING	8.2				
THE PERSON SHOWS			NAVY SHIP BETTHING	119,4				
REA UNDER STUDY				402.8		402.8		7%
TOTAL LAND AREA	2427.4		TOTAL WATER AREA	2860.3				
					_			
N	ASTER	PLAN L	AND AND WATER ACRE.	AGE TOT	'AL	5287.7		100%

Existing acreage: -Chuia Vista Industrial Business Park PMPA CCC March 10, 1996

Revised Acreage:

* South Embarcadero Redevelopment draft PMPA 04/24/98

shown as sportfishing, recreational boat berthing, specialty shopping, golf course, and commercial recreation. The Commercial Recreation category includes restaurants, which draw substantial numbers in all age groups involved in dining for pleasure; hotels, marinas, and yacht clubs. Approximately 8:61 miles or 26.01 percent of the total shoreline under the jurisdiction of the Port District is in Class III.

Class IV applies to non-recreational areas developed with public or private funds to accommodate industrial activities, military bases, and sea or air transportation facilities. General public access is prohibitive due to security and public safety reasons although, when possible, visual access is encouraged for viewing the more interesting aspects of industrial or transportation activities which contribute to the image of a working port. Class IV areas are shown on the Precise Plan maps as marine terminal, marine related industrial, aviation related industrial, and Navy Fleet School. Of the total shoreline over which the Port District has jurisdiction, approximately 6.01 miles or only 18.16 percent is allocated to Class IV.

Artwork and environmental educational materials along the accessways to the Bay shoreline are encouraged as enhancements to the waterfront experience, consistent with maintaining the functionalities of the accessways.

In addition to the many miles of public access to San Diego Bay, citizens of our metropolitan area and tourists enjoy 70 miles of public ocean beaches and 26 miles of public park shoreline in Mission Bay. This area has public access to the shoreline which is unique in the world.

Permitted Uses

Permitted uses for all Port District tidelands are identified in terms of the land and water use designations which are defined in this Master Plan document. Although specific uses have been listed, the intent is to indicate compatible use groups. Specific uses that are currently not listed may be included in a use group if similar in character and compatible. The plan making process has been based on a definitive sequence of studies and activities that consider the physical, environmental, social, economic, and political determinants of land use. The proposed land and water use allocations set forth in the plan reflect a balanced distribution of activities for the entire bay, evolved after considerable consideration of many factors and issues.

Works of art and environmental educational materials in permanent or temporary placements are a permitted use in all terrestrial public and leased Port District planning sub-areas excluding wetlands and other environmentally sensitive habitats, and provided the art and educational materials are consistent with maintaining the functionalities of the accessways.

Public Recreation Uses

Land Use Objectives & Criteria

Parks, plazas, public accessways, vista points and recreational activities on Port lands and tidelands should:

- Provide a variety of <u>public access and</u> carefully selected active and passive recreational facilities suitable for all age groups <u>including families with children</u> throughout all seasons of the year.
- Enhance the marine, natural resource, and man-made human recreational assets of San Diego Bay and its shoreline for all members of and make them available to the public.
- Provide for clear and continuous multi-lingual information throughout Port lands and facilities to and about public accessways and recreational areas.

Master Plan Interpretation

A growing population, greater discretionary incomes and more leisure time all contribute significantly to the increasing demand for both active and passive outdoor recreational opportunities. The public recreation opportunities developed on tidelands by the Port District along with the commercial recreation opportunities developed by private investment provide a balanced recreation resource for San Diego Bay. When thoughtfully planned, both public recreational developments and commercial recreational developments benefit from each other as off-site improvements, although as a matter of planning policy, commercial activities within public recreation areas will be limited. Recreational areas must be of the appropriate type and size to be efficiently developed, administered and maintained by the Port District at a reasonable cost. This Plan places primary emphasis on the development of public facilities for marine oriented recreational activities for the purposes of fishing, boating, beach use, walking and driving for pleasure, nature observation, picnicking, children's playing, bicycling and viewing.

Recreation Area/Open Space is a category illustrated on the Land and Water Use Element Map to portray a wide array of active and passive recreational areas allocated around the bay. More specific information on public recreational areas is provided at the Planning District level under the following use categories.

9797979 7979797 37979797 1979767 Park, Plaza is a use category designating landscaped, urban type recreational developments and amenities. Users are generally drawn from the region so that access to the site needs to link with regional and statewide roadways, regional bicycle ways, and regional mass transit, and provide adequate traffic facilities to handle large volumes of traffic and peak use demands. Parks and plazas encourage and accommodate public access to and along the interface zone of land and water. Recreational facilities frequently associated with parks include public fishing piers, boat launching ramps, beaches, historic and environmentally interpretive features, public art, vista areas, scenic roads, bicycle and pedestrian trails ways. Maintenance of park and other

landscaped areas shall be provided through integrated pest management and Best Management Practices to avoid or minimize the application of chemicals to such areas.



Promenade indicates the shoreline <u>public</u> pedestrian promenade-bicycle route <u>system</u> that is to be improved with landscaping, <u>lighting</u> directional and informational signage and <u>other</u> street fixtures, <u>works of art</u>, and <u>sitting areas</u> seating. Many short trips, especially recreation related, can involve walking or bicycling rather than motorized transportation. There are many assumed benefits of walking and bicycling; it is

inexpensive, exerts no adverse impact on the environment, contributes to the physical well-being of the individual, and affords an unfettered opportunity to enjoy the amenities of San Diego Bay.

Pedestrian and bicycle facilities located on tidelands should: insure physical access to the water's edge unless safety, security or compatibility reasons negate; be accessible to parking and mass transit facilities; and link appropriate portions of the waterfront for continuous longitudinal access. A variety of route locations is encouraged to extend the pedestrian and bike environment through parks, commercial development and by the working port areas. Special provision for the handicapped persons with disabilities shall conform to California State Law applicable law.



Open Space provides amenities contributing to a more satisfying and stimulating environment. These areas include landscaped traffic interchange and median strips, and isolated narrow and irregular shoreline areas where use and development potential is severely limited and where publicly placed works of art can enhance and enliven the waterfront setting.



Golf Course is used in Planning District 6 to illustrate this 98-acre land allocation. The continuation of this use is anticipated for the duration of the planning period.



Open Bay is a category allocated to water areas adjoining shoreline recreational areas, the boat launching ramp, fishing pier, vista areas and other public recreational facilities where the need for open water is related to the proper function of the shoreside activity. Multiple use of open bay water areas for recreational and for natural habitat purposes is possible under this category designation.



Boat Launching Ramp, indicated by symbols on the Planning Maps, provides facilities for launching thousands of trailerable pleasure craft throughout the year for purposes of boating, fishing, regattas, and water skiing. The requirements for new or expanded launch-

ing ramps need to be carefully considered since boat access areas and parking area for both car and boat trailer consume large land areas. While exiting boat launching ramps are to continue operation during the planning period, alternatives other than providing new launching areas should be considered due to the high land consumption involved. Dry stack storage, which accommodates trailerable size boats, is proposed in Planning District 6.



TABLE 10

CENTER CITY EMBARCADERO: PLANNING DISTRICT 3

PRECISE PLAN LAND AND WATER USE ALLOCATION

ND ACR Existing		WATE!	R ACRE	F 4			TAL	
		US€	ACRE	E 4				
Existing	Revised				AGH	ES	% OF T	DTAL
			Existing	Revised	Existing	Revised	Existing	Perived
106.8	17.1		65.3		-+71.+	152.8	3046	175
4.7		COMMERCIAL FISHING BERTHING	44.3					
191,1	92.5	RECREATIONAL SCAT SERTHING	21.0					
42.1			38,1		10.2		18%	133
RIAL 22.3								
AL 12.9		SPECIALIZED BERTHING	15.5					
6.9		TERMINAL BERTHING	22.5					
ON	122		4.7		-45:1-	54.0	1946	12%
0.5		OPEN BAY / WATER	4.7					
35.2	42.8							
-4.7	8.0							
3 -++.2-	44.4		82.8		-138.0-	137.6	32%	
-46.2-	44.8	BOAT NAVIGATION CORRIDOR BOAT ANOHORAGE	43.2	18.2 25.0				
			24 A	-				
		SHIP ANCHOPAGE	24.8					
233.5		TOTAL WATER AREA	200.9					
	101.1 42.1 FRIAL 22.1 AL 12.9 6.9 0.8 35.2 45.2	101.5 32.5 42.1 FRIAL 22.3 AL 12.9 6.9 ON 40.4 12.3 0.5 38.2 42.8 45.2 14.1	191-1 22.5 RECREATIONAL BOAT BERTHING 42.1 TRIAL 22.3 AL 12.9 SPECIALIZED BERTHING 12.9 TERMINAL BERTHING O N	### 194-1	### ### ### ### ### ### ### ### ### ##	#91-1 92.5 RECREATIONAL BOAT BERTHAND 21.0 #2.1 38.1 80.2 TRIAL 22.3 AL 12.9 SPECIALIZED BERTHAND 15.5 6.8 TERMINAL BERTHAND 22.5 O N 46-4 19.3 4.7 45.1 0.5 OPEN BAY / WATER 4.7 38-2 42.8	### ### ### ### ######################	191-1 22.5 RECREATIONAL SOAT SERTHANG 21.0 42.1 38.1 80.2 18% RIAL 22.3 AL 12.9 SPECIALIZED SERTHANG 15.5 6.9 TERMINAL SERTHANG 22.5 ON 10-1 12.3 4.7 15.1 54.0 10% OPEN BAY/WATER 4.7 15.2 12.5

State Supremed Tidelands 22.5 acres

Existing acreege: -SAN DIEGO CONVENTION CENTER EXPANSION PMPA CCC JANUARY 12, 1998

Revised agreege:
* South Embaroadere Redevelopment draft PMPA 04/24/98

shore protection. Floating docks will provide 50- and 60-foot berths for commercial fishing boats. Low level lighting is provided for the berths. Landside support services, auto parking, and truck access are included. Approximately 100 commercial fishing berths are provided alongside the floating docks.

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

The Harbor Seafood Mart will continue to provide restaurants and specialty shopping opportunities as well as process fresh fish for local market. Retain the existing 20,000 square foot building area to continue the existing fish processing and sales company in its existing location and maintain the existing fish unloading dock. A maritime theme retail complex of 80,000 to 130,000 square foot will be developed at the Harbor Seafood Mart site. The existing open space Its plaza will be retained as is a pleasant rest area and viewing place along the Embarcadero promenade for event gatherings and public activities.

Marina Zone

The Marina Zone, located along Harbor Drive from Market Street to Fifth Avenue, is planned to be intensively developed as a major public and commercial recreational complex. Major projects, including the 22-acre Embarcadero Marina Park; the restaurant and specialty retail center of Seaport Village; a regional convention center, and convention hotels and marina, have started the transf ormation of this waterfront area into an attractive commercial and recreational resource. The plan concept calls for an expansion of the regional convention center, partially depressing a new parking lot entrance from Harbor Drive, appropriate parking structures, and the redevelopment of the vacated police station site for entertainment and specialty retail shopping. Marina Zone projects will provide the southerly anchor for the Embarcadero development and the six mile long promenade that extends north to Spanish Landing Park along the waterfront. Pedestrian linkages from the upland areas will provide access to this lively activity center for residents and visitors alike.

The plan envisions creation of the approximately 4.1 acre Central Park, between California Street and Kettner Blvd., Harbor Drive and North Embarcadero Park, as the first phase of redevelopment of the Seaport Village project, to provide open space, family-oriented recreation, and supporting facilities consistent with the Public Access and Recreation land use designation. The existing Harbor House Restaurant will be allowed to remain at the edge of the park until its lease expires in 2018, or an economically feasible alternative location within Subarea 35 becomes available. A specialty retail and entertainment complex of 45,000 to 70,000 square feet on the old police station site and public and commercial parking in an underground facility. The complex may include performing arts/movie theater, restaurant, lounge, cabaret dining, food court, retail, and associated storage, food preparation and management office space with a general height of structures not to exceed two stories with some exterior architectural elements not exceeding 40 feet. Certain buildings specifically identified in the site expansion plan (April 13, 1998) may extend up to 65 feet. The extensive pedestrian and bicyclist

access to and along the shoreline provided by the existing Seaport Village will be extended along the access and visual corridors of Pacific Highway, California Street, realigned Kettner Boulevard, Pier Walk, Central Park and other public accessways, as shown in the South Embarcadero Public Access Program (April, 1998), which is included in this plan by reference, and on an extension from Pacific Highway.

The regional convention center is supported by major hotel complexes; a convention hotel that contains twin 25-story towers accommodating 1400 hotel rooms and a 450 slip marina.; and an existing hotel of 875 rooms. Ancillary uses in this area include banquet, meeting, restaurant, hotel guest-oriented retail space, court game areas, and automobile parking.

A proposed 750 - 810 room second hotel tower, with a minimum 100 foot set back from Harbor Drive, and a maximum height of 62 feet for the lobby galleria/ballroom structure connecting the second tower to the existing tower, including meeting space, 34,000 square feet of exhibit space, 30,000 square feet of ballroom space, a minimum 35,000 square foot public plaza-park at the intersection of Harbor Drive and Kettner Blvd. shall be developed. The public sidewalk along Harbor Drive and the Marina Walk public access, view corridor, and public plaza shall be developed and maintained, and that part of the existing restaurant located in Marina Walk shall be redesigned, relocated or elevated to achieve its public purposes.

Between the existing Marriott and Hvatt Hotels, an access way is proposed consistent with the Public Access Program. 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 expanded convention center. North of the complex. An existing accessway walkway currently exists between the Marriott Hotel and the convention center which will be improved to provide functional, safe, and environmentally educational passage to the waterfront, as provided in the Public Access Program. The convention center expansion proposal includes another public accessway, connection with a minimum width of 20 feet over the convention center connecting between Fifth Avenue Harbor Drive and the Embarcadero Promenade. with the shoreline walkway. An elevated walkway on the Convention Center's observation deck level will parallel Convention Way. At the intersection of Eighth Avenue and Harbor Drive, the promenade connects with the adjacent Gaslamp Quarter pedestrian and trolley facilities. The public accessway from an extendssion from on the south end of the convention center expansion and along both sides of Eighth Avenue 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 and along the Embarcadero, as is more specifically shown in the District's "Public Access Program," (November, 1995) and the "South Embarcadero Public Access Program" April, 1998, which are is incorporated into the plan 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.

New commercial development in the Marina Zone shall participate in the implementation of the Parking Management and Monitoring Plan to achieve maximum feasible reduction in automotive traffic, facilitate the extension and utilization of mass transit to serve the Marina Zone, provide and support means of non-automobile circulation to employees and guests, provide maximum feasible on-site or proximate parking facilities on Port lands, and participate in the tiered, legally available, off-site parking program to address peak individual and cumulative demand, which shall be monitored and reported annually to the Port and California Coastal Commission for the economic life of the development.

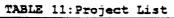
An 11-acre site, fronting onto Harbor Drive and Fifth Avenue, has been developed into a regional convention center. Floor area is allocated for display and exhibit area, meeting rooms, and support space, such as lobbies, storage, food service, and parking. The plan concept proposes an extension of the 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.

Bayfront Industries

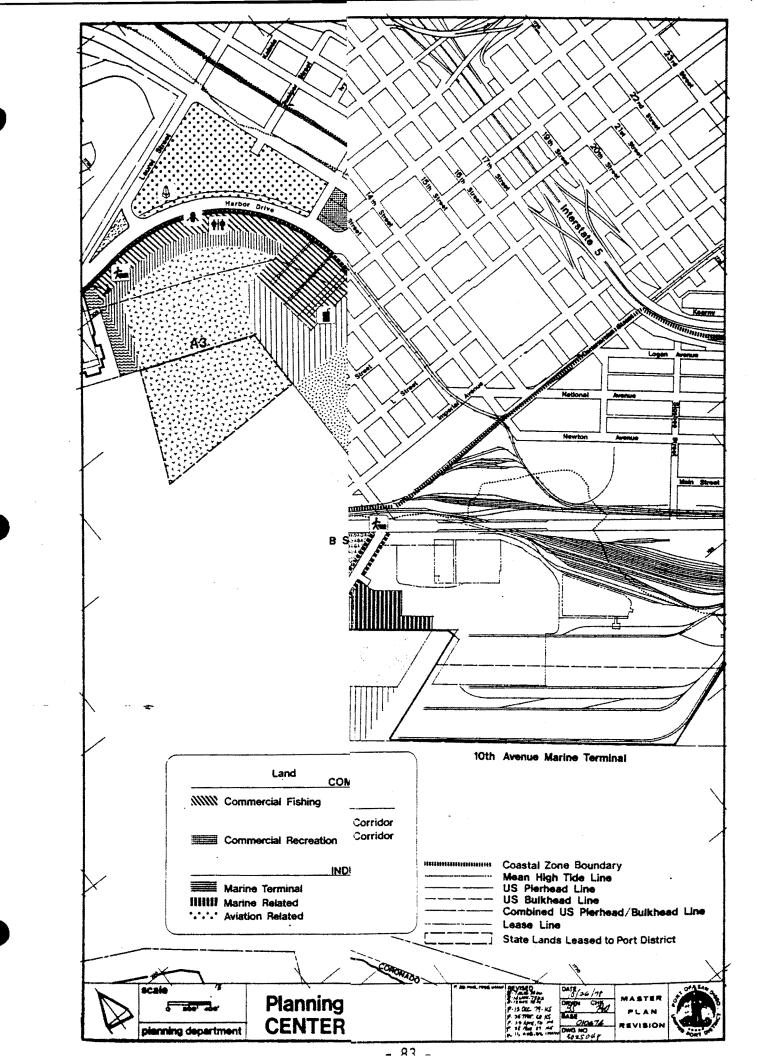
South of the Fifth Avenue extension is an area currently leased by Campbell Industries for shipbuilding and repair. The Master Plan calls for its continuance. A parcel on the south side of the park entry road is reserved for marine contractors. Bayside improvements to this area include remedial dredging to the depth of minus 20 feet MLLW, the installation of a 400-foot long concrete deck finger pier or apron wharf, and the placement of about 550 linear feet of rock revetment to stabilize the shore and prevent shoaling in the basin. Development controls will be enforced over both of these projects to ensure compatibility with hotel and park uses. Landscaped buffers and employee parking will be used at the interface between hotels and industries.

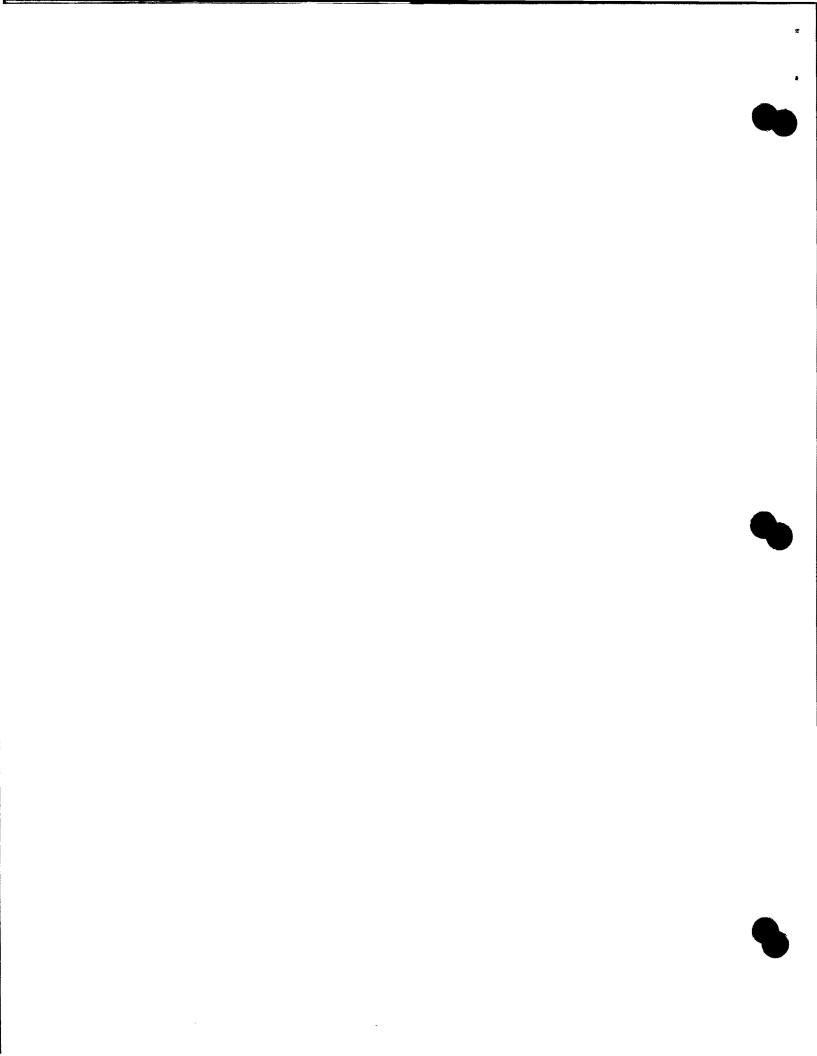
Preservation and renovation efforts, including possible relocation, are currently underway for the dilapidated structure formerly occupied by the San Diego Rowing Club. If these efforts are not imminently successful, portions of the structure may be salvaged and the rest demolished.

Project List Identification of appealable projects is provided in the following table.



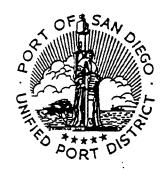
CENTER CITY/EMBARCADERO: PLANNING DISTRICT 3 SUBA	DEVELOI REA	APPEALAB PER↓	re†	FISCAL YEAR
1. INDUSTRIAL SITE RENOVATION: Renovate structures; landscape	31	Т	И	1993-94
HARBOR DRIVE, ASH TO BROADWAY: Reduce traffic lanes; install landscaping, irrigation; develop promenade, bike path	33	P	N	1996-97
HOTEL COMPLEX, B STREET: Remove incompatible buildings; construct hotel, restaurant, coffee shop	33	Т	Y	1994-95
LANE FIELD COMPLEX: Demolish existing buildings; construct facilities and open spaces; landscape	33	Т	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	И	1992-93
TUNA HARBOR: Renovate parking; construct marine displays and maritime plaza	34	P	Y	1995-96
7. SPECIALTY <u>RETAIL/ENTERTAINMENT</u> SHOPPING COMPLEX: Renovate or reconstruct buildings after relocation of City Police Station; landscape improvements; parking; ancillary structures, including parking structure and street relocation; pedestrian access routes to the bay	<u>34</u> , 35	T	Y	1992-93 1999-2001
8. CONVENTION CENTER PHASE II: Construct regional center, infrastructure, not including groundwater treatment, and landscape improvements; Parking Management Plan and Monitoring Program; public access program, construct public plaza	35	T	И	1998-2000 1999-2001
9. HARBOR DRIVE: Convention Center, Subgrade alignment	35	T	И	1998-99 1999-2001
10. HARBOR DRIVE AND EIGHTH AVENUE INTERSECTION: Construct intersection for cross traffic and turning movements	35	P	И	1998-99 1999-2001
11. STORM DRAIN AND SEWER LINE: Relocation and new construction	36	τ	N	1998-99 1999-2001
12. PUBLIC ACCESS: Pedestrian access improvements to waterfront and promenade	35	I	й	2000-02
13. HOTEL TOWER: Construct hotel tower, lobby and galleria; pedestrian access to the waterfront walkway; remove Market Place and construct new cul-de-sac driveway	<u>35</u>	I	Y	1999-2000
14. PARK; Remove old City Police Station, construct park including landscape improvements, artwork and pedestrian plazas	<u>35</u>	P	Y	1999-2000
15. WIDEN HARBOR DRIVE to 4 lanes between Broadway and Pacific Hwy.	<u>34</u>	I	Y	1999-2000
P- Port District N- No T- Tenant Y- Yes				





SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

(A part of Port Master Plan Amendment No. 26)



SAN DIEGO UNIFIED PORT DISTRICT LAND USE AND PLANNING DEPARTMENT P.O. BOX 488 SAN DIEGO, CA 92112

EXHIBIT NO. 3

Port Master Plan Amendment #26

South Embarcadero
Public Access Program

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California Coastal Commission

April, 1998

Port Master Plan Amendment # 26:

PUBLIC ACCESS PROGRAM

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- 2. Planning District 3 Table A Access and Recreation Components
- 3. South Embarcadero Public Access Map

1. South Embarcadero Public Access Program

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

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

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

The new 4.1 acre open space Central Park, and 0.7 acre open space plaza adjacent to the new Hyatt tower, will connect Harbor Drive, between California Street and Kettner Blvd., with existing Embarcadero Marina Park North. These parks will be improved with environmentally sustainable features to enhance family recreation opportunities, and other recreational and access support facilities, such as lighting, paths, fitness course, signs, restrooms, water, telephones, tables, seating, and trash disposal. Upon expiration of the existing Seaport Village lease in 2018, the "Harbor House Restaurant" building will be demolished and the site restored to create additional useable park space and to afford public views to the Bay.

Eleven public accessways, 15 to 60 (minimum) feet wide, and comprising a total of 8,000 lineal feet, will directly connect the Harbor Drive walkway in the Planning Area with the Embarcadero Promenade: (1) on the north side of Tuna Harbor, (2) on the breakwater-pier on the south side of Tuna Harbor; (3) along the foot of Pacific Highway, (4) along the foot of California Street; (5) along the foot of Kettner Blvd., (6) along Pier Walk, from Market Street at Harbor to the Tuna Harbor Pier, (7) along Market Plaza to the Embarcadero at Seaport Village East; (8) along Marina Walk between the existing Marriott and Hyatt hotels;

(9) through the canyon path between the Mariott Hotel and the existing Convention Center; (10) in the Skyway elevated access between Harbor Drive and Embarcadero Marina Park South at the junction of the existing and expanded convention center elements; and (11) from Eighth Avenue Plaza along Eighth Avenue to Campbell Park and on to the Campbell Pier. These connecting accessways are united with existing upland (City) sidewalks at Pacific Highway, California Street, Kettner Blvd., Market Street, Front Street-Childrens' Park-First Street, Fifth Avenue, and Eighth Avenue. The connecting accessways on port lands are, or will be improved with a variety of access support and safety components as shown in Table A (page 4). No existing accessway will be reduced in size or functional capacity. Pedicab service, including designated holding areas, will be provided in conjunction with all public access, public recreational, and commercial recreational facilities, including the Convention Center, consistent with the capacity of existing and proposed accessways, and with pedestrian safety.

The South Embarcadero Planning Area and immediately adjacent areas are presently served by publicly accessible automobile parking spaces, bicycle parking spaces, and three trolley and four proposed bus stops. These spaces and transit stops will be maintained, although some may be relocated. To facilitate additional public recreational waterfront access opportunities, the Plan Update Amendment also provides for an additional water taxi landing at Tuna Harbor Pier (consistent with continued commercial fishing uses), additional automobile, new bicycle parking spaces and lanes, and three new bus stops along Harbor Drive (implementation of which will be in coordination with San Diego Transit). The unified public access directional and informational signage program, as well as the environmental educational signage program, are proposed to be expanded throughout the Planning Area, and to be augmented by works of public art. Substantial environmental educational displays of San Diego's on-shore and offshore coastal geology will be incorporated into the design of public access ways.

TABLE A - PLANNING DISTRICT 3, ACCESS AND RECREATION COMPONENTS

NAME	LOCATION	MAP REF. NO.	SIZE/PARKING	USE TYPES	FACILITIES
A. Promenade	Embarcadero	 	4600 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,i,tl,b,tb,s
7. 11011011000	2311041100010		70000 SF	1,0,10,20,7.110	VF,P,t,W,I,U,D,ID,S
Segment 1	Laurel Broadway	2	5200 LF	P,B,Rb, Ed, A:ha	VP,p,I
- COGNICIA I		T	72800 SF	1,0,10, 00, 71.10	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
Segment 2	Broadway Com	3	950 LF	P,B,Rb,Ed,A:ha	p.l
			3800 SF		
Segment 3	Tuna Harbor	4	800 LF	P.B,Rb,Ed,A:ha	VP,p,I
			11200 SF		, , , , , , , , , , , , , , , , , , , ,
			200/85 Spaces		
Segment 4	Seaport Village	5	1100 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tf,b,tb,s
			15400 SF		
Segment 5	N Emb Mar Park	6	1600 LF	P,B,B/Ap,Rb:ha	VP,p,t,w,l,tl,b,tb,s
			22400 SF		
Segment 6	Central Park	7	1600 LF	P,B,B/Ap,Rb:ha	p,t,w,i,tl,b,tb,s
	(includes 0.7 acre		4.8 Acres		
	Hyatt Plaza)		315 Spaces		
Segment 7	Hyatt Hotel 1/2	8	600 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			48,000 SF		
			100 Spaces		
Segment 8	Marriott	9	600 LF	P,B,Rb,Ed,A:ha	p,t,w,l,tl,b,tb,s
			18000 SF		
Segment 9	S Emb Mar Park	10	4075 LF	P,B,B/Ap,Rb:ha	VP,p,t,w,l,tl,b,tb,s
			44500.SF		
			132 Spaces		
Segment 10	Conv Cntr/Exp	11	3350 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			37500 SF		
Segment 11	5th Ave Landing	12	1200 LF		
			7200 SF		
Segment 12	Campbell	13	700 LF		
			4200 SF		
B. Tuna Harbor	Harbor Drive	14	800 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			45000 SF		
			200/85		
C. Plaza Park	Harbor Dr. Curve	15	See Seg. 3	Plza,P,B/Ap,A:ha	VP,p,t,w,i,ti,b,tb,s
		,	50000 SF		
			38 Spaces		
D. Central Park	S of Harbor Dr	16	See Seg. 6	Prk,P,Pg,B/Ap,A:ha	P,T,W,L,TL,B,TB,S
			4.1 Acres		
E. Pier Walk	W of Market St	17	1250 LF	P:ha	VP,p,t,w,l,tl,b,tb,s
			50000 SF		
F. Tuna Hrb Pier	W of Pier Walk	18	400LF	P,CF,WT:ha	VP,p,tl,s
			10000 SF		

4

Legend:

A=(public) Art
Ed=Envirn. Education
PRK=Park
VP=View Point
sp=parking spaces
w=water available

8=Bikepath P=Pedestrian walkway Rb=Roller Blade Accessible ha=handicapped accessible t=toilet facility B/Ap=Bike/Auto parking Pg=Playground SA=Shaded Area Available I=lighting tb=table/benches CF=Commercial Fishing PLZA=Plaza SF=Sport Fishing p=path s=sign tt=telephone

TABLE A - PLANNING DISTRICT 3, ACCESS AND RECREATION COMPONENTS

N.	AME	LOCATION	MAP REF. NO.	SIZE/PARKING	USE TYPES	FACILITIES
G.	N Emb Mar Pk	S of Central Pk	19	See Seg. 5	Prk, P,Pg,B/Ap,A:ha	VP,p,t,w,l,tl,b,tb,s
3.	14 CHID HIGH I K	O OF CONTRACT A	10	10.7 Acres	1 111, 1 11 9,000 p. u.i.d	71 (515)01(10)01(10)0
				87 Spaces		
Н.	Pacific Hwy.	S of Harbor Dr.	20	650 LF	P,B:ha	p,s,
	1 44114			65000 SF		
1	Kettner Blvd.	S. of Harbor Dr.	21	900 x 2 LF	P,8:ha	p,s
	11012101 01101			54000 SF		
,				35 Spaces		
J.	California	S. of Harbor Dr.	22	650 LF	P,B,A:ha	p,s
				32500 SF		
K.	Harbor Dr.	Plaza Pk to 8th Ave.	23	4000 LF	P,B:ha	p,s
				40000 SF		
				18 Spaces		
L.	Marina Walk	S. of Harbor Dr.	24	600 LF	Plz,P,B:ha	p,s
				36000 SF		
M.	Access Cyn.	S. of Harbor Dr.	25	750 LF	P,A,Ed:ha	p,s,Ed
				7500 LF		
N.	Skywaik	At CC/CCE	26	800 LF	P,Ed,A:ha	VP,p,s,l,b,tb
				16000 SF		
0.	S Emb Mar Pk	S of Cony Cntr.	27	See Seg. 9	Prk,P,Pg,B/Ap,A:ha	VP,p,t,w,l,tl,b,tb,s
				12 Acres	SF	
Ρ.	8th Ave Plaza	Harbor at 8 th	28	See Seg. 10	Plz,P,B/Ap,A:ha	p,s,t,w,l,tl,b,tb
				70000 SF	· .	
Q.	8th Ave Walk	W. of Harbor at 8th	29	600 LF	P,B,Ed:ha	p,s,l
				2600 SF		
8	Transit Stops	BusStp @ PlzaP	30	Bus turnout	P,B,Ed:ha	p,s
		BusStp @ CntrlPk	31	Bus turnout	P,B,Ed:ha	p,s
		BusStp @ Conv.	32	Bus turnout	P,B,Ed:ha	p,s
		BusStp @ 8th Ave.	33	Bus turnout	P,B,Ed:ha	p,s
		Trolley S @ Mkt.	34	NS/East Line	P,B,Ed:ha	p,s
		Trolley S @ 1*	35	NS/East Line	P,B,Ed:ha	p,s
		Trolley S @ 5th	36	NS/East Line	P,B,Ed:ha	p,s
S.	Public Parking	Plaza Park	37	38 Spaces	B/Ap:ha	p,s
		SPVE	38	1416 Spaces	B/Ap:ha	p,s
		Central Park	39	35 Spaces	B/Ap:ha	p,s
		Hyatt 2	40	100 Spaces	B/Ap:ha	p,s
		SPV East	41	101 Spaces	B/Ap:ha	p,s
		Marriott	42		B/Ap:ha	p,s
		Conv.Cntr.	43		8/Ap:ha	p,s
		8th Ave./Conv. Way	44	21/24 Spaces	B/Ap:ha	p,s
T.	S Emb MarFP	S Emb Mar Pk	45	132 Spaces	P,SF,B:ha	VP,p,w,l,b,tb,s
_	Village Wlks	SPV (1978)	46		P,Plz,A,Ed:ha	I,p,Rb,SA,s,sp,t,tb,tl w

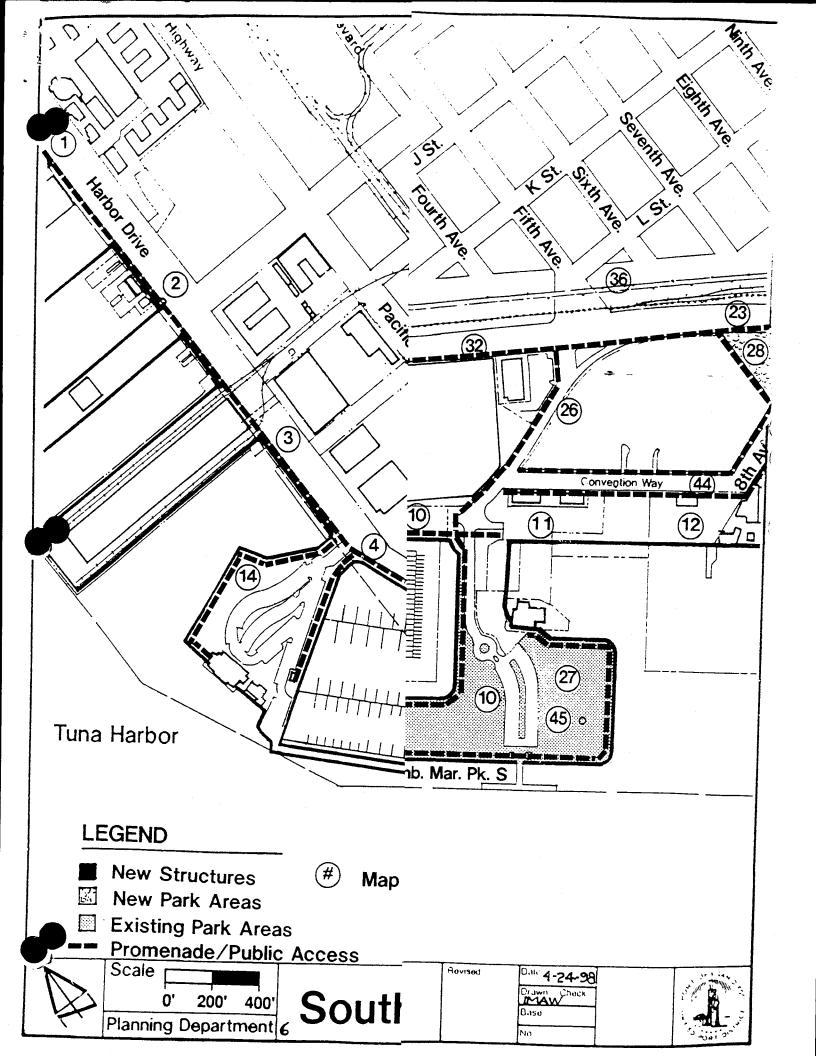
NOTE: The data in this table is indicative rather than determinative (i.e., the numbers are approximations).

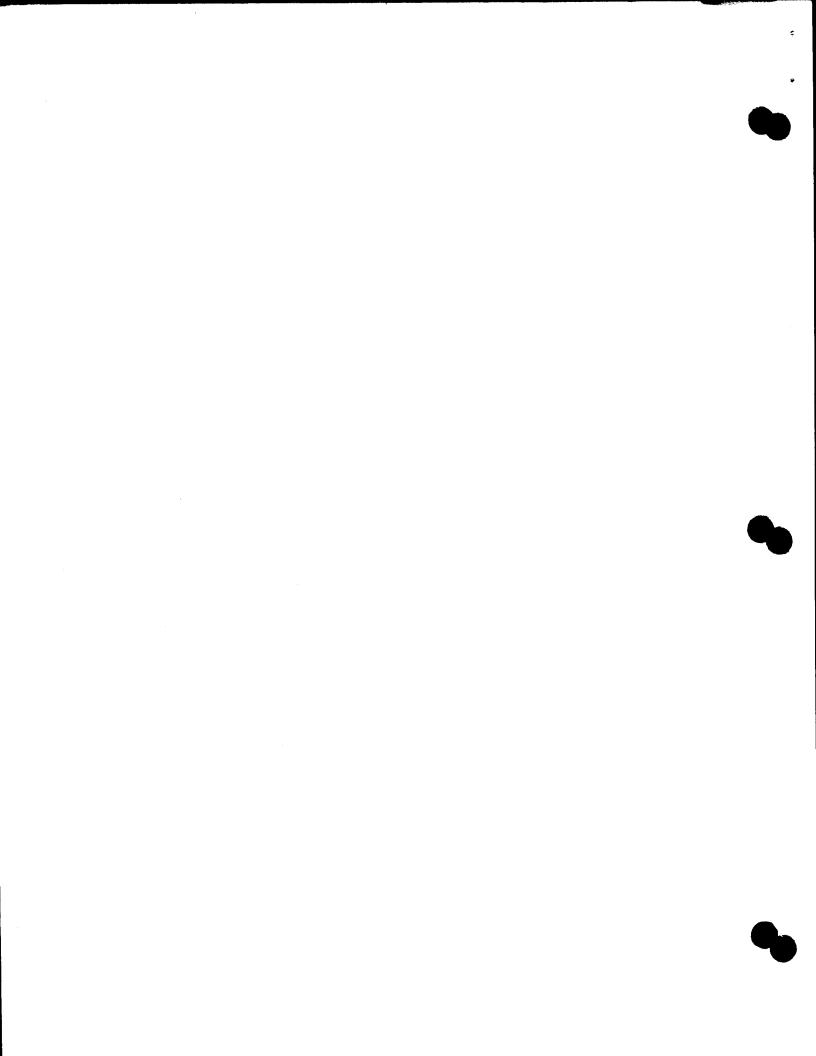
NOTE: The data in this table represents existing facilities or the minimum for proposed new access facilities, but does not provide for any reduction of existing access facilities.

egend:

A=(public) Art
Ed=Envirn. Education
PRK=Park
VP=View Point
sp=parking spaces
w=water available

8=8ikepath P=Pedestrian walkway Rb=Roiler Blade Accessible ha=handicapped accessible t=toilet facility B/Ap=Bike/Auto parking Pg=Playground SA=Shaded Area Available I=lighting tb=table/benches CF=Commercial Fishing
PLZA=Plaza
SF=Sport Fishing
p=path s=sign
tt=telephone





SOUTH EMBARCADERO

PARKING MANAGEMENT AND MONITORING PROGRAM



SAN DIEGO UNIFIED PORT DISTRICT LAND USE AND PLANNING DEPARTMENT PO BOX 488 SAN DIEGO, CALIFORNIA 92112 (619) 686-6283

MAY 26, 1998

EXHIBIT NO. 4

Port Master Plan
Amendment #26

South Embarcadero
Parking Management
and Monitoring
Program

Page 1 of 15

California Coastal Commission

1. Introduction

By design and consistency with the California Coastal Act, and other applicable laws, the South Embarcadero is intended to be an active and high intensity public shoreline access, public recreational, and commercial recreational area for both visitors to, and residents of, the San Diego Bay region.

Mandatory guidance for the South Embarcadero Parking Management and Monitoring Program is provided by Coastal Act Section 30252, which states that:

"The location and amount of new development should maintain and enhance public access to the coast [here, the shoreline of San Diego Bay] by

- (1) facilitating the provision or extension of transit service,
- (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads,
- (3) providing non-automobile circulation within the development,
- (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation,
- (5) assuring the potential for public transit for high intensity uses such as high rise office buildings, and by
- (6) assuring that the recreational needs of new residents will not overload nearby coastal recreational areas by correlating the amount of development with local park acquisition."

2. Objectives and Standards

- A. The Objectives of the South Embarcadero Parking Management and Monitoring Program are:
 - (1) To extend, in cooperation with San Diego Transit, regular weekday, weekend, and special holiday bus service from inland, South Bay, and North County communities to the South Embarcadero, so as to maximize public access and recreational opportunities to and along San Diego Bay for all the people, including persons employed within the South Embarcadero, while also reducing automobile parking demand and traffic congestion. As part of this objective, the Port, in cooperation with the City of San Diego and San Diego Transit, shall establish and maintain

four new bus turnout facilities, accessible to disabled persons, at Plaza Park (Public Access Program Map Reference (#30), Central Park (#31), Convention Center (#32) and 8th Avenue (#33)).

- (2) To engage, in cooperation with San Diego Transit, the Metropolitan Transportation Development Board (San Diego Trolley), Port tenants, and other local and regional mass transportation providers in a coordinated and effective public information (advertising) campaign to "Ride the [Bus, Trolley, Shuttle, etc.] to the Bay," and to create appropriate institutional and financial incentives for increased public awareness and utilization of mass transit system access to the South Embarcadero.
- (3) Commercial recreational tenants shall provide convenient shuttle bus service between their facilities and satellite automobile parking lots for employees and staff during peak patron demand periods, when on-site parking by employees and staff shall be prohibited.
- (4) Commercial recreational tenants, and SDUPD in public access and recreational facilities, shall provide and maintain convenient and secure bicycle parking racks, as provided in the Public Access Program. Seaport Village shall provide a minimum of 250 bicycle rack parking spaces. The Hyatt facility shall provide a minimum of 75 bicycle rack parking spaces. In addition, all commercial recreation, public access, and public recreational facilities shall provide on-site (offstreet) pedicab and automobile taxi parking spaces to reduce the frequency of short-distance automobile trips in, and adjacent to, the South Embarcadero.
- (5) SDUPD, in cooperation with tenants and alternative transportation providers, shall also encourage feasible water-borne transit opportunities to and from the South Embarcadero, including, but not limited to, water taxi service and water ferry service to and from San Diego International Airport and other San Diego County waterfront destinations.
- (6) SDUPD, in cooperation with the City of San Diego and MTDB, will improve, as appropriate, pedestrian and bicyclist crossings of Harbor Drive at Pacific Highway, Kettner Boulevard, India Street, Market Street, Front Street, First Street, Fifth Avenue, and Eighth

Avenue to enhance public access and recreational opportunities between the Port lands and shoreline, and adjacent upland areas, including through a unified Port-City access signage and information program, and to provide improved pedestrian access to commercial recreational facilities on Port lands.

- (7) Commercial recreational development shall be consistent with the on-site parking, parking demand reduction, and peak off-site parking program provided in Table A, which requires the following steps to eliminate unmanaged, on-street commercial recreational parking demand:
 - (a) Maximization of feasible on-site automobile parking for patrons;
 - (b) Elimination of employee and staff onsite parking demand (consistent with facility utilization patterns) through implementation of a subsidized mass transit program, provision of onsite employee bicycle parking spaces, and offsite employee parking with connecting shuttle service to and from the commercial recreational facility;
 - (c) Reduction in patron demand for on-site automobile parking;
 - (d) Provision of offsite parking, with valet and/or shuttle service as appropriate, for patrons during peak automobile parking demand periods.
- (8) Public access and recreational facilities on Port lands in the South Embarcadero shall be served by convenient automobile, bicycle and pedicab parking, and water taxi landings, as provided in the Public Access Program.
- (9) Otherwise permitted high intensity commercial recreational uses pursuant to the Port Master Plan, as amended by the South Embarcadero Redevelopment Plan, shall specifically offer each employee or member of staff a discounted mass transit pass, or comparable three-year discount on the purchase of a bicycle, to encourage mass transit or alternative transportation use.
- (10) The Seaport Village commercial recreational use permitted by the Port Master Plan, as amended, shall maintain and post all of its walkways as free public accessways, which shall be accessible to disabled persons, and shall maintain and provide all of its

permitted underground automobile parking spaces as "Public Parking," provided that permissible use of said spaces shall be limited to serving Seaport Village commercial recreational uses.

B. Implementation

Every applicant for a coastal development permit for a commercial recreational use within the South Embarcadero shall demonstrate compliance with Section 2.A. as a condition precedent to issuance of the coastal development permit.

3. Parking Demand

A. Parking Demand Generation

- (1) Automobile parking demand generation by commercial recreational development permitted by the Port Master Plan, as amended, in the South Embarcadero Redevelopment Program area shall be consistent with California Coastal Commission guidance, as shown in Table A, Columns "H" and "I," subject to site-specific analysis performed pursuant to, and consistent with, the shared parking analysis guidance of the Urban Land Institute ("The Dimensions of Parking," 1993; "Shared Parking," 1983).
- (2) Preliminary parking demand generation calculations by commercial recreational development (Seaport Village, Hyatt) are contained in Table A.

B. Parking Demand Reduction

The applicant for any coastal development permit for a commercial recreational use in the South Embarcadero Redevelopment Plan area shall prepare implementable parking demand reduction measures, including, but not limited to, those identified in Table A, as a condition precedent to coastal development permit issuance. The permit holder shall monitor, on a monthly basis, and annually report to SDUPD on the implementation of the parking demand reduction measures.

4. Parking Supply

A. Public Access and Recreation

(1) Public Access Program

The existing and proposed automobile, bicycle, and pedicab parking supply to serve public access and recreational uses within the South Embarcadero Redevelopment Plan area is shown in Table A. 655 dedicated public access/recreational automobile parking spaces, bicycle and pedicab parking spaces will be provided as part of the Public Access Program. In addition, Seaport Village and Hyatt will each provide a maximum of 100 additional public parking spaces. Seaport Village also will sign its underground and East Village at-grade parking facilities for "Public Parking."

(2) Central Park and North Embarcadero Marina Park

Central Park will be served with 35 metered parking spaces. The 87 public parking spaces in North Embarcadero Marina Park will be maintained.

(3) Parking Demand Study

Up to 100 additional parking spaces for general public use shall be provided by both the Hyatt and Seaport Village within or adjacent to the South Embarcadero plan area pursuant to a demand study to be conducted over the summer of 1998 (June 1 to Labor Day). The required additional parking shall be provided in conjunction with the planned expansion of the respective developments and may be accommodated through restriping or provision of new on-street or off-street parking or a combination thereof.

B. Seaport Village

Seaport Village will provide a maximum of 100 additional public parking spaces, as well as sign all of its 1310 other parking spaces as "Public Parking," for a total of 1410 parking spaces.

C. Hyatt Hotels and Facilities

Hyatt will provide a maximum of 100 additional public parking spaces.

D. Cumulative Considerations

Altogether, the South Embarcadero Redevelopment Program area will be served by 455 dedicated public access and recreational parking spaces and an additional signed 1310 "Public Parking" spaces, which are likely to serve both commercial recreational and public access/recreational functions. Thus, a total of 1765 potentially public automobile parking spaces will be available to serve the South Embarcadero.

5. Parking Management

A. Coastal Development Permit Requirements

In acting on a coastal development permit for any commercial recreational development within the South Embarcadero, in addition to making a specific finding of development consistency with California Coastal Act Sections 30210-30214 (public access) and 30220-30224 (public recreation), the Board of Port Commissioners shall find, based on the evidence in the administrative record, whether the proposed development meets the following provisions of the South Embarcadero Parking Management and Monitoring Program, as provided herein:

- (1) Non-automotive Transportation Standards
 - (a) Mass Transit (Objective and Standard 2.A.(1), 2.A.(2), 2.A.(5), 2.A.(9))
 - (b) Bicycles and Pedicabs (Objective and Standard 2.A.(4))
 - (c) Water Taxis (Objective and Standard 2.A.(5))
 - (d) Walkways (Objective and Standard 2.A.(6); Public Access Program)
- (2) Employee and Staff Parking (Objective and Standard 2.A.(3), 2.A.(7)(b))
- (3) Automobile Parking Reduction Program
 - (a) Airport Shuttle Service (Objective and Standard 2.A.(3))
 - (b) "Ride-the-Trolley and Bus to the Bay" Campaign (Objective and Standard 2.A.(1), 2.A.(2)

- (4) Maximum Feasible On-site Parking to meet standard Demand
 - (a) Maximize capacity of existing parking facilities (Objective and Standard 2.A.(7)
 - 1) Compact Spaces

Allow for up to 60% compact car spaces in a parking facility, provided that the width of such spaces shall be adequate to allow comfortable human ingress and egress with respect to all cars.

2) Valet Parking Required/Encouraged

Valet parking shall be required at Seaport Village and Hyatt during peak automobile parking demand periods to maximize feasible onsite utilization of parking structures. Valet parking es encouraged at Seaport Village and Hyatt to facilitate offsite parking at satellite parking areas during peak automobile parking demand periods when respective onsite parking facilities approach capacity.

- 3) Subterranean Expansion Consideration Required (Objective and Standard 2.A.(7)(a))
- 4) Electric Recharging Stations Required

Patron parking at Seaport Village shall include both inductive and conductive electric vehicle recharge stations.

- (b) Develop feasible additional subterranean parking
 - 1) Seaport Village

The "Central" underground parking structure should be analyzed for feasible expansion to provide additional subterranean commercial recreational patron parking, generation, as identified in table A,

onsite. The term "feasible" is defined as at Cal. Pub. Res. Code Section 30108.

- (5) Provide for Legally Sustainable Offsite Parking to meet Peak Demand
 - (a) Identification of offsite off-street parking areas

As a condition precedent to coastal development permit issuance, the applicant for any commercial recreational development in the South Embarcadero Redevelopment Plan area shall identify available offstreet parking areas containing, at a minimum, a number of spaces equivalent to the parking deficiency for said development identified in Table A, as applicable based on project-specific study

pursuant to Sections 3.A.(1) and (2). The offstreet parking areas shall be located within one (1) mile of the proposed commercial recreational development.

(b) Evidence of Availability

As a condition precedent to coastal development permit issuance for any commercial recreational development, the applicant shall submit written evidence of and availability of the offsite parking spaces identified pursuant to Section 5.A.(5)(a) to meet applicant's peak parking demand for one year following the effective date of the offsite parking agreement. Parking areas previously committed to serving the San Diego Convention Center Expansion shall not be included in the reservoir of allowable available parking spaces for the dates or times of day for which said prior commitment exists or was made. Applicant's agreement shall be recorded with the San Diego County Recorder as a condition precedent to coastal development permit issuance.

(c) Annual Review

The agreement provided by Section 5.A.(5)(b) shall be reviewed for consistency with the provisions of the Parking Management and Monitoring Program, and the Port Master Plan, as amended, based on a monitoring report submitted

by the permit holder to SDUPD. The San Diego area staff of the California Coastal Commission shall be provided the annual monitoring report. In the event that deficiencies in the permit holder's implementation of the Program are identified, or there is a material factual change, the permit holder shall be invited to submit a revised implementation scheme within thirty (30) days. Failure to do so, or continued deficiencies in the implementation scheme, shall constitute a violation of the conditions of the Coastal Development Permit.

B. Peak Day/Weekend Parking Implementation

Seaport Village and Hyatt shall include a specific peak day and peak weekend parking implementation program in the annual submittal of their respective parking implementation programs pursuant to Section 5.A.(5)(a).

C. Reporting and Monitoring

(1) Annual Reports to SDUPD and CCC

On January 15 of each year, permit holders for commercial recreational development shall file an annual parking implementation report with SDUPD, which shall transmit a copy to the San Diego office of the California Coastal Commission.

(2) Mandatory Parking Program Refinement and Correction

As a condition of their respective coastal development permits, leaseholders shall implement parking program refinements that may be required by SDUPD.

SOUTH EMBARCADERO PARKING MANAGEMENT AND MONITORING PROGRAM

TABLE A. PARKING DEMAND, MANAGEMENT, AND SUPPLY

1. PUBLIC ACCESS

1.01	Existing Parking	615 spaces
1.02	Parking to be removed	-160 spaces
	-	455 spaces
1.03	New Public Access Parking	
	a. Seaport Village (located below Central Park)	100 spaces
	b. Hyatt	100 spaces
1.04	Total Public Access Parking	655 spaces
	(does not include Central Park or N. Emb. Marina Park parking)	

2. CENTRAL PARK AND NORTH EMBARCADERO MARINA PARK

2.01	Central Park area existing at grade parking	60 spaces (est.)
2.02	Central Park area existing at grade parking removed	-60 spaces (est.)
2.03	New Central Park (Kettner Blvd. row) parking	35 spaces
2.04	Total Central Park at-grade parking	35 spaces
2.05	North Embarcadero Marina Park at grade parking	87 spaces
2.06	Total Central and No. Emb. Marina Park at grade parking.	122 spaces

2.07 Total Dedicated Public Access Parking........ 777 spaces

3. SEAPORT VILLAGE

3.01	Existing Seaport Village Parking Onsite	550 spaces
3.02	Existing Seaport Village parking Offsite	214 spaces
3.03	Total Existing Seaport Village Parking	764 spaces
3.04	Seaport Village Parking Spaces to be removed	-663 spaces
3.05	Seaport Village Parking Spaces Remaining	101 spaces
3.06	Existing SPV Retail SF: 70,000	
	CCC 1978 Guidelines 1 space @ 300 SF	234 spaces
	CCC Mission Bay LCPA 1-95 Guidance 1 sp. @ 500 SF)	140 spaces
	ULI Shared Parking Standard 1 space@ 200 (weekend)	350 spaces
3.07	Proposed SPV Retail SF: 110,300	•
	CCC 1978 Guidelines 1 space @ 300 SF	368 spaces
	CCC Mission Bay LCPA 1-95 Guidance 1 sp. @ 500 SF)	221 spaces
	ULI Shared Parking Standard 1 space@ 200 (weekend)	552 spaces

ULI Shared Parking Standard 1 space@ 200 (weekend) 552 spaces

3.08 Total Retail Parking Spaces Required......... 602/361/902 spaces

SOUTH EMBARCADERO PARKING MANAGEMENT AND MONITORING PROGRAM

. SEAPORT VILLAGE, Cont'd

. 30	AFORT VILLAGE, COINTO	
	CCC Mission Bay LCPA 1-95 Guidance 1 sp. @ 200 SF. ULI Shared Parking Standard 1 space@ 50 SF (weekend)	· · · · · · · · · · · · · · · · · · ·
3.10	Proposed SPV Restaurant SF: 80,980 CCC 1978 Guidelines 1 space @ 100 SF CCC Mission Bay LCPA 1-95 Guidance 1 sp. @ 200 SF. ULi Shared Parking Standard 1 space@ 50 SF (weekend)	•
3.11	Total Restaurant Parking Spaces Required	1,110/555/2,220 spaces
3.12	Proposed Entertainment Space (800 seats) CCC 1978 Guidelines (incl. in retail) CCC Mission Bay LCPA 1-95 Guidance (incl. in retail) ULI Shared Parking Standard 0.3 space@ 1 seat	na na 240 spaces
3.13	Total Entertainment Parking Spaces Required.	na/na/240 spaces
3.14	Total Commercial Parking Spaces Required: 1978 CCC Guidelines CCC Mission Bay LCP 1-95 Guidance ULI Shared Parking Standard	1712 spaces 916 spaces 3362 spaces
3.15	Total Dedicated Public Access Parking Spaces Required	100 spaces
3.16	Total Parking Spaces Required:	1,812/1,016/3,462 spaces
3.17	Parking Demand Reduction Program	
3.18	Employee/Owner Offsite Parking (weekends)	
3.18	Existing Seaport Village	20 spaces (owner)
3.18	• • • • • • • • • • • • • • • • • • • •	20 spaces (owner) 60 spaces (owner)
3.19	Existing Seaport Village Proposed New Seaport Village (Employees already park offsite on weekends) Employee/Owner Onsite Parking (weekends).	60 spaces (owner) 0 spaces
3.19	Existing Seaport Village	60 spaces (owner) 0 spaces 125 spaces
3.19 3.20 3.21	Existing Seaport Village	60 spaces (owner) 0 spaces
3.19 3.20	Existing Seaport Village	60 spaces (owner) 0 spaces 125 spaces 15 spaces
3.19 3.20 3.21 3.22	Existing Seaport Village	60 spaces (owner) 0 spaces 125 spaces 15 spaces
3.19 3.20 3.21	Existing Seaport Village	60 spaces (owner) 0 spaces 125 spaces 15 spaces
3.19 3.20 3.21 3.22	Existing Seaport Village	0 spaces 125 spaces 15 spaces 100 spaces
3.19 3.20 3.21 3.22	Existing Seaport Village	60 spaces (owner) 0 spaces 125 spaces 15 spaces 100 spaces 46 spaces
3.19 3.20 3.21 3.22	Existing Seaport Village	0 spaces 125 spaces 15 spaces 15 spaces 100 spaces 46 spaces 0 spaces
3.19 3.20 3.21 3.22	Existing Seaport Village	60 spaces (owner) 0 spaces 125 spaces 15 spaces 100 spaces 46 spaces

SOUTH EMBARCADERO PARKING MANAGEMENT AND MONITORING PROGRAM

3. SEAPORT VILLAGE (Cont'd)		
	Total Onsite Commercial Parking Provided (assumes elimination of New West Surface Lot in Park Plaz Total Onsite Dedicated Public Parking Provided Total Onsite Parking Provided	a) 100 spaces
4. HYATT		
4.01 4.02 4.03 4.04 4.05 4.06	Existing Hyatt Parking Onsite	1,116 spaces (LL&G) 19 spaces (ACE parking lot) 1,135 spaces 19 spaces 1,116 spaces 875 spaces 875 spaces 875 spaces
4.07	Proposed Hyatt Hotel Rooms: 810 CCC 1978 Guidelines 1 space: 1 room CCC Mission Bay LCPA 1-95 Guidance 1 sp:1 room ULI Shared Parking Standard 1 space @ 1 room Total Hotel Room Parking Required	810 spaces 810 spaces 810 spaces 1685 spaces
4.08	Existing Hyatt Retail SF: 4,400 CCC 1978 Guidelines 1 space @ 300 SF CCC Mission Bay LCPA 1-95 Guidance 1 sp. @ 500 SF) ULI Shared Parking Standard 1 space@ 200 (weekend) (No new Hyatt retail is proposed) Total Retail Parking Required	15 spaces 9 spaces 22 spaces
4.10		161 spaces 80 spaces 321 spaces 161/80/321 spaces
4.12	Existing Meeting/Ballroom Space SF: 45,500 SF CCC 1978 Guidelines 1 space @ 200 SF CCC Mission Bay LCPA 1-95 Guidance 1 sp@200SF ULI Shared Parking Standard 1 space @ 33 SF	228 228 1,379 spaces

SOUTH EMBARCADERO PARKING MANAGEMENT AND MONITORING PROGRAM

4. HYATT, Cont'd

	Proposed Meeting/Ballroom Space SF: 40,850	
	CCC 1978 Guidelines 1 space @ 200 SF	204
	CCC Mission Bay LCPA 1-95 Guidance 1 sp@200SF	204
	ULI Shared Parking Standard 1 space @ 33 SF	1,238 spaces
4.13	Total Meeting Ballroom Parking Spaces Require	ed 432/432/2,617 spaces
4.14	Total Commercial Parking Spaces Required:	•
	1978 CCC Guidelines	2,293 spaces
	CCC Mission Bay LCP 1-95 Guidance	2,206 spaces
	ULI Shared Parking Standard	4,645 spaces
4.15	Total Public Access Parking	
	Spaces Required	100 spaces
4.16	Total Parking Spaces Required:	2,393/2,306/4,745 spaces
4.17	Parking Demand Reduction Program	•
4.18	Employee Onsite Parking	
	Existing Hyatt	200 spaces
	Proposed Existing and New Hyatt	-200 spaces
4.19	Employee/Staff Parking	200 spaces
4.20	Bike rack Parking Spaces 300= 150 cars	150 spaces
4.21	Pedicab Parking Spaces 30=15 cars	15 spaces
4.22	Mass Transit Use (300 employees @ 2/car)	150 spaces
4.23	Valet Onsite (Peak), 100 spaces(CCC 1995 LCPA 1-95 Guidance: 4 spaces)	100 spaces
4.24		421 spaces
4.25	Valet Offsite (Peak)	
	CCC 1978 Guidelines	141 spaces
	CCC 1995 Mission Bay LCP Guidance	54 spaces
	(Off-site valet parking unnecessary)	
	ULI Shared Parking Standard	2,493 spaces
	(100% automobile patron traffic: worst case)	
	Total Onsite Commercial Parking Provided	
4.27		
3.27	Total Onsite Parking Provided	1,216 spaces

SOUTH EMBARCADERO PARKING MANAGEMENT AND MONITORING PROGRAM

Figure 1: Model "Legal Assurance" Form

[Month], [Day], [Year]

[Name]
[Position]
San Diego Unified Port District
P. O. Box 488
San Diego, California 92112

Dear [Name]:

Subject:

SOUTH EMBARCADERO///HYATT REGENCY/ISEAPORT VILLAGE/ OFF-

SITE PARKING

This will confirm that [Name of Parking Facility], located at [Address], and owned by [Name of Owner], is contractually committed to provide [the Hyatt Regency Hotel] [Seaport Village], for consideration, up to [Number] of parking spaces on [nights]. [weekends], [holidays], and up to [Number] of parking spaces between 8 a.m. and 5 p.m. Monday through Friday, for specified peak parking demand periods which require supplemental off-street parking as part of the South Embarcadero Parking Management and Monitoring Program.

These spaces will be available on [List Date(s)]. Spaces[will] [will not] be available at other times on an as-needed basis. [No Spaces] [Only Specified Number of Spaces] will be available on [List Dates] when [Name of Parking Facility] expects to have [no] [reduced] excess capacity. [Hyatt Regency] [Seaport Village] agrees to provide [patron] [employee] shuttle service between [Name of Parking Facility] and [the Hyatt Regency] [Seaport Village] during the time periods specified in Paragraph 1. This agreement is in effect from[Month, Day, Year].

Additional questions or comments should be directed to [Name, Title, Phone Number].

Sincerely,

[Owner/Authorized Agent]

ATTACHMENT: Contract between [Parking Provider] and [Hyatt Regency] [Seaport

Village1

September 28, 1998

The Hon. Rusty Areias, Chairman and Members of the California Coastal Commission 45 Fremont Street, 20th Floor San Francisco. CA 94105-2219

RE: SAN DIEGO UNIFIED PORT DISTRICT PMPA 26 - SOUTH EMBARCADERO REDEVELOPMENT PROGRAM AREA 1

Dear Mr. Chairman and Members of the Commission:

At its meeting in Oceanside on October 15, 1998, the California Coastal Commission ("Commission") is scheduled to hear and act on the San Diego Unified Port District ("SDUPD" or "Port District") Port Master Plan Amendment No. 26 ("PMPA 26") for the South Embarcadero Redevelopment Program Area 1. (See Exhibit 1 for the updated "Center City Embarcadero Precise Plan", as approved by the SDUPD Board of Port Commissioners.) PMPA 26 substantially increases the already ample opportunities for public access and recreational opportunities to and along the South Embarcadero, while augmenting the supply of visitor-commercial lodging and shopping uses in this attractive and dynamic urban waterfront.

For the reasons stated below, as well as those contained in the extensive and detailed PMPA 26 transmittal package to Commission staff, the Port District respectfully requests the Commission to certify PMPA 26 as conforming with, and carrying out, the policies of Coastal Act Chapters 8 ("Ports") and 3 ("Coastal Resources, Planning, and Management").

When the Commission certified the underlying Port Master Plan in 1980, it concurred in the Port District's vision that existing and planned Embarcadero uses would contain a "mixture of activities" that "emphasize the pedestrian waterfront experience", including through a "major hotel and commercial"

EXHIBIT NO. 5

APPLICATION NO.
Port Master Plan
Amendment #26

Response from Applicant with Additional Exibits

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California Coastal Commission

The Honorable Rusty Areias, Chairman and Members of the California Coastal Commission September 28, 1998
Page 2

complex with recreational facilities". (SDUPD PMP, 1980, page 81.) "In this concept, the Embarcadero becomes a pedestrian spine along which commercial and recreational activities are located." (<u>Id</u>.)

Consistent with that vision and guidance, PMPA 26 provides for a new 4.8-acre urban public park and plaza between Harbor Drive and the existing North Embarcadero Marina Park; eleven new public accessways, totaling 8,000 lineal feet and ranging from 15 to 60 feet in width, between Harbor Drive and the Embarcadero (see Exhibit 2, South Embarcadero Public Access Map); and 778 dedicated public access and recreational automobile parking spaces along Harbor Drive, Kettner Boulevard/Central Park, and in North Embarcadero Marina Park. The site addressed by PMPA 26 was created by fill prior to World War I, during the 1930's, and in the 1970's; it contains no environmentally sensitive habitats or existing at-grade public views from Harbor Drive (the first continuous public street) to San Diego Bay. Existing public views from Harbor Drive to Tuna Harbor will be maintained, as well all public views from the Embarcadero to and along the Bay.

Consistent with the vision of the originally certified PMP and applicable Coastal Act Chapter 8 and 3 policies, PMPA 26 authorizes the expansion of the successful Seaport Village specialty shopping complex, the first phase of which the Commission approved in 1978, and a second 810-room tower and meeting/ballroom space for the Hyatt Regency Hotel. Seaport Village expansion involves conservation of architecturally significant elements of the former San Diego Police Department Headquarters, construction of a 1,200 space underground parking garage, and provision for some variation in building heights, generally in one and two story buildings not to exceed 40 feet in height and with a maximum of 65 feet to accommodate modern theatre uses. The second Hyatt tower, up to 448 feet high, is required to be substantially set back from Harbor Drive (minimum of 100 feet); the connecting ballroom structure between the new and existing tower has also been reduced to 62 feet, to minimize visual massing along the street. Hyatt proposes 1,116 on-site parking spaces.

A long-standing Port District planning goal, which the Commission also certified in 1980, has been to "minimize the use of the waterfront for parking purposes." (PMP, Planning Goal VI, page 13.) PMPA 26 requires both Seaport Village and Hyatt to participate in a rigorous traffic and parking demand reduction program to help implement that planning goal by mandating practical employee transit inducements, shuttle bus systems, satellite parking, and traditional transportation mode (especially bicycles and pedicabs) support programs, as a coastal development permit condition. Peak-period parking demand, calculated on the basis of the Commission's own parking guidelines and recent (1995)

The Honorable Rusty Areias, Chairman and Members of the California Coastal Commission September 28, 1998 Page 3

certification of the Mission Bay LCP segment of the City of San Diego, is addressed through mandatory valet parking services utilizing identified available off-street parking immediately off Port lands. 54-187 satellite valet parking spaces are projected to be required at peak use, whereas over 1,000 spaces are available within a one-mile radius north of 1st Street. (See Exhibit 3 - CCDC Maps: Public Parking Lots 9,800 spaces, Public Parking Garages, 25,000 spaces.)

In response to Commission staff's further requests for clarification of the Port District's methodology in arriving at the parking demand reduction program, and assurances regarding the delivery of the 201 dedicated public access parking spaces, the Port District prepared and presented to staff a supplemental memorandum, dated September 17,1998, based on published data and analyses involving in the libraries of the Institute of Transportation Studies at the University of California, Berkeley, and the Transportation Research Board, National Academy of Sciences, Washington, D.C.

Consistent with the Port District's practice to confer pro-actively with public agencies and stakeholders during the preparation, drafting, and Port Commission review process of Port Master Plan Amendments and their cognate environmental documents, PMPA 26 has benefited from the continuing dialogue between Coastal Commission staff and representatives of the Port District. In part as a result of those discussions, PMPA 26 contains an unprecedented detailed mandatory Public Access Program and a highly specific Parking Management and Monitoring Program. Both Programs describe and quantify their respective public access, recreation, parking demand/reduction and supply components, which individually and together meet the applicable Coastal Act Chapter 8 and 3 standards for this Amendment. Commission staff is already a participant in the implementation planning for Central Park, and PMPA 26 specifically provides for on-going Commission staff participation in the coastal development permit review and implementation monitoring of the subsequent appealable Hyatt and Seaport Village expansion projects.

The Port District has also closely coordinated the additional hotel tower development with the City Manager, Mayor, and City Council of San Diego, whose critical hotel occupancy tax revenues for other important public infrastructure improvements are directly related to PMPA 26.

The Port District appreciates Commission staff's continued professional approach to its review of, and consultation on, the implementation of the California Coastal Act as it applies to the Port's jurisdiction. Upon receipt and analysis of the Commission staff report and recommendation for PMPA 26,

The Honorable Rusty Areias, Chairman and Members of the California Coastal Commission September 28, 1998 Page 4

the Port District will prepare and transmit to the Commission, and staff, such additional comments and responses as may be indicated. Representatives of the Port District will be present at public hearing before the Commission, once we are advised of its date, to present PMPA 26 and respond to any questions.

Very truly yours,

Dan E. Wilkens, Senior Director Strategic Planning Services

In Ellection

DEW/mk

Attachments: Exhibit 1. PMP Fig. 11, Centre City Embarcadero Precise Plan",

as amended by PMPA 26

Exhibit 2. PMPA 26 Public Access Program Map

Exhibit 3. PMPA 26 Parking Management and Monitoring Program

maps (2)

cc: Coastal Commission Alternates

SDUPD Board of Port Commissioners

Mr. Larry Killeen, SDUPD Executive Director

Mr. Larry Uberuaga, City Manager, City of San Diego

David Chapman, Esq., SDUPD Port Attorney

Mr. Bill Chopyk, SDUPD Planning Services Manager

Peter M. Douglas, Esq., CCC Executive Director, SF

Ralph Faust, Esq., CCC Chief Counsel, SF

Mr. Chuck Damm, CCC Senior Deputy Director, SD

Ms. Deborah Lee, CCC South Coast Deputy Director, SD

Ms. Sherilyn Sarb, CCC San Diego District Manager, SD

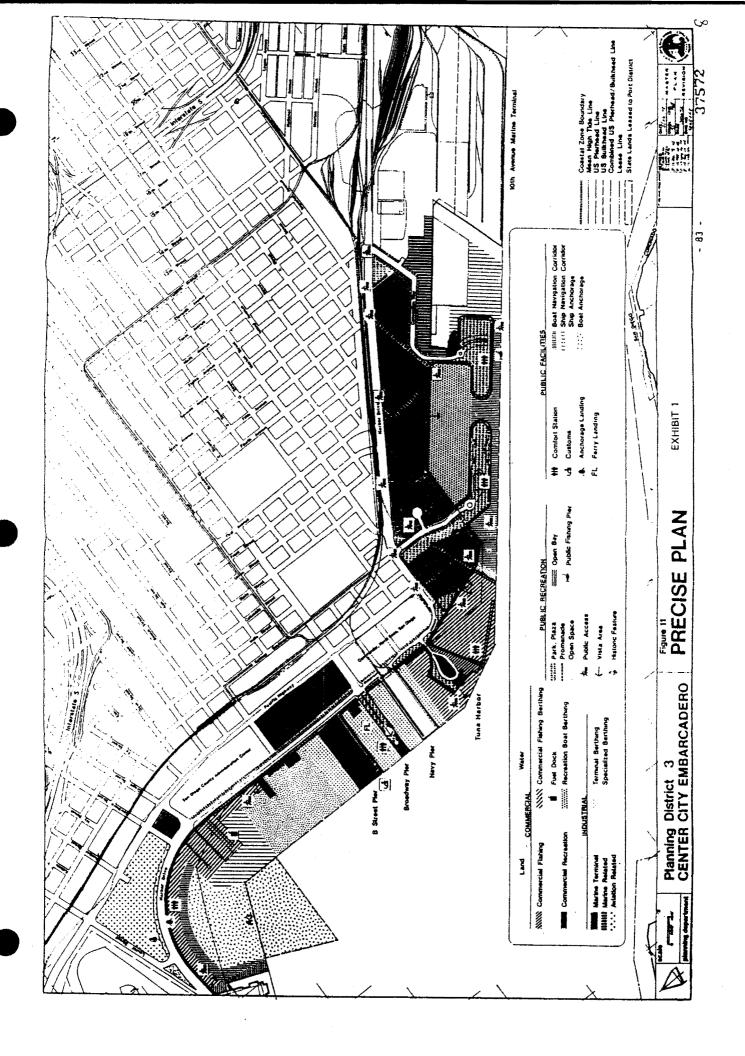
Ms. Diana Lilly, CCC Ports Staff Analyst, SD

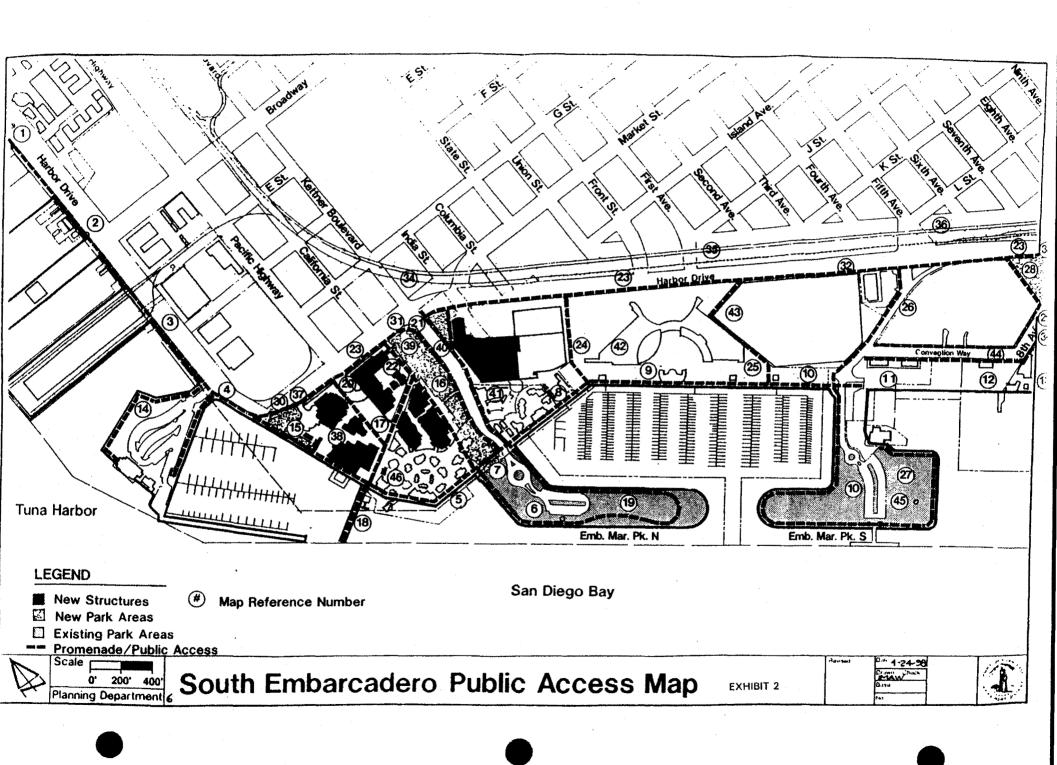
Ms. Stephanie D. Dall, SDUPD Consultant

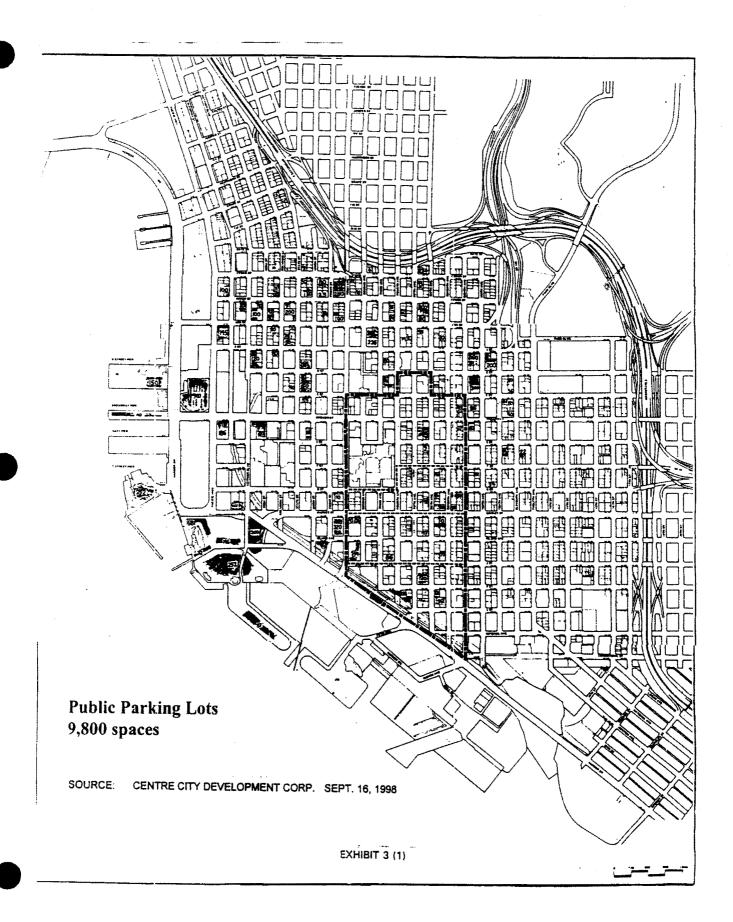
Mr. Norbert H. Dail, SDUPD Consultant

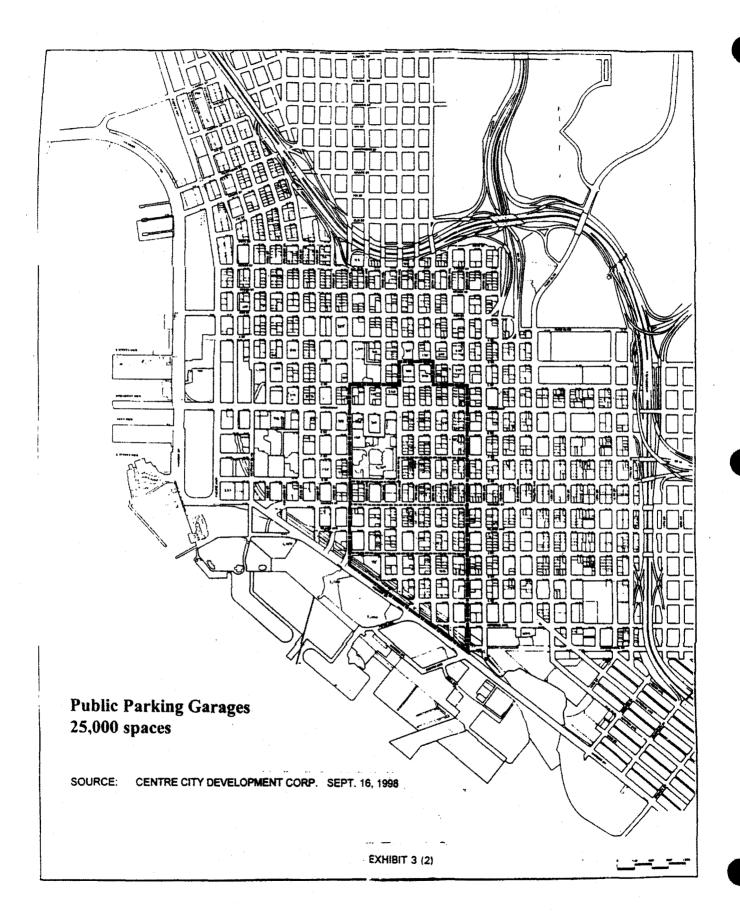
Mr. Kip Howard, Seaport Village

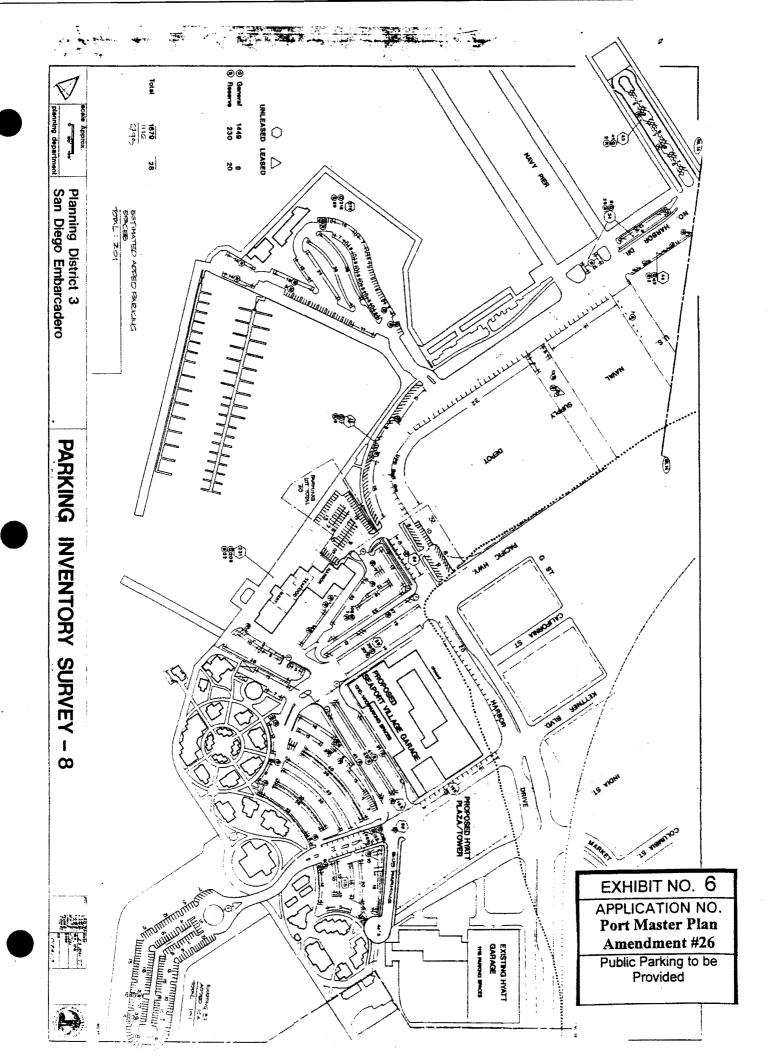
Mr. Pete Latrenta, Hyatt-Manchester Resorts





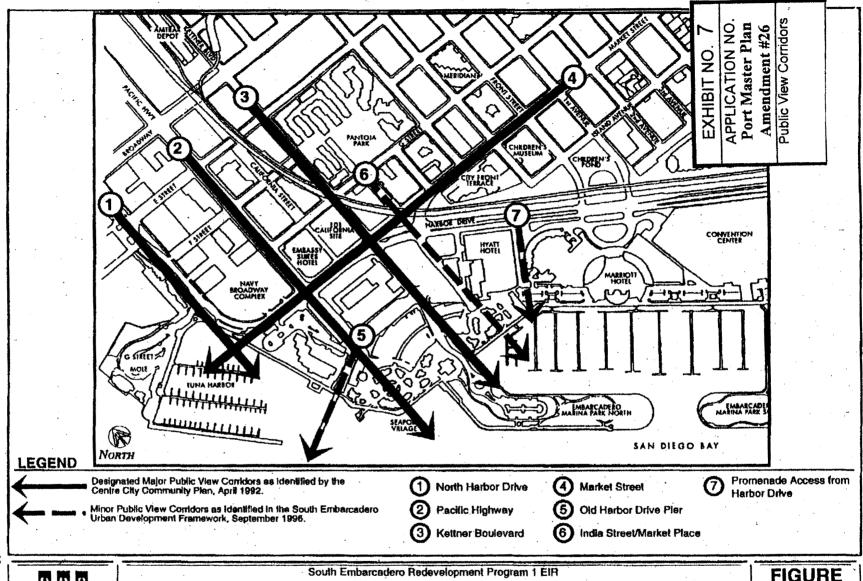








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BRG Consulting, Inc.

Public View Corridors

FIGURE

4.1-1

November