

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA

7575 METROPOLITAN DRIVE, SUITE 103

DIEGO, CA 92108-4402

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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. 27 (North Embarcadero).** For Commission consideration and possible action at the Meeting of November 13-17, 2000)

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending that the Commission approve, in part, and deny, in part, 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 North Embarcadero. The plan would allow the construction of a 600-800 room hotel, office building, retail and parking facilities on the old Lane Field site; the narrowing of Harbor Drive from four lanes to three between Grape Street and Pacific Highway; the extension of B and C Streets between Pacific Highway and North Harbor Drive; construction of a new 25-foot wide pedestrian esplanade along the water's edge at Harbor Drive; the replacement of 3 existing industrial piers with one new public pier at Grape Street; construction of a small commercial recreation facility on the new Grape Street Pier; construction of a restaurant on the bayfront inland of the Grape Street Pier; modernization of the cruise ship terminal at the B Street Pier, including an increase of building height up to 50 feet; and docking the U.S.S. Midway Aircraft Carrier for use as a museum on the south side of Navy Pier.

The amendment also includes adoption of a Parking Management & Monitoring Program for the North Embarcadero to address the potential parking demand and impacts to traffic circulation through requiring the construction of additional surface parking lots and alternatives to on-site parking, including the promotion of mass transit and planning for shuttle stops in the area.

The Midway Aircraft Carrier Museum is a visitor-serving, coastal-dependent use. However, Staff feels that the Master Plan, as currently proposed, does not provide for sufficient off-setting benefits to mitigate the substantial adverse visual impacts of the Midway. The 50 to 190 foot high ship would block existing public views, contribute to the walling off of San Diego Bay, and lead to a "tunnel" effect on Harbor Drive at the subject site. There are alternative project designs that could potentially compensate for these impacts. For example, the proponents of the museum have indicated a long-term goal of creating a memorial park on the existing Navy Pier adjacent to the proposed

Midway site. This proposal involves creating a free, visually attractive public open space area next to the Midway, where currently, the Pier is occupied by a two-story Navy building, and as proposed, would contain the parking required for the Midway museum. The amendment, as proposed, does not provide for a park or design features that could mitigate for the visual impacts of the project, or establish any mechanisms for funding removal of the parking from the pier in the near future. Therefore, the part of the amendment relating to the Midway cannot be found consistent with the Coastal Act at this time.

Staff recommends that the Commission find the Midway Aircraft Carrier Museum portion of the amendment, as submitted, inconsistent with the resource protection, public access and recreation policies of Chapter 3 and Chapter 8 of the Coastal Act, and recommends denial of this part of the amendment.

Staff further recommends that the remaining portions of the amendment relating to redevelopment of the North Embarcadero area be found consistent with Chapter 3 and Chapter 8 of the Coastal Act, and recommends approval of this part of the amendment.

The appropriate motions and resolutions can be found on Page 3. The main findings for denial of the amendment in part, and approval of the amendment in part, begin on Page 4.

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 August 9, 2000. Within 90 days after this submittal date, the Commission, after public hearing, shall certify or reject the amendment, in whole or in part. If the Commission fails to take action on the amendment submittal within the 90-day period, the proposed amendment is deemed certified. However, on September 19, 2000, the Board of Port Commissioners waived the 90-day time period.

Staff is currently reviewing a Local Coastal Program Amendment (LCPA) to the City of San Diego LCP associated with the redevelopment of the North Embarcadero. The LCPA would create a North Embarcadero Overlay District including design guidelines and parking requirements. The City's LCPA is intended to be consistent with the Port Master Plan vision for the North Embarcadero region, and as such, the City's proposed LCPA is referenced several times within this document as it relates to possible prejudice of the Commission review of the LCPA. The amendment is not before the Commission at this time.

STAFF RECOMMENDATION:

I. PORT MASTER PLAN SUBMITTAL – MOTIONS AND RESOLUTIONS

MOTION I: *I move that the Commission certify the portion of the Port of San Diego Master Plan Amendment No. 27 that includes the Midway Aircraft Carrier Museum.*

STAFF RECOMMENDATION OF PARTIAL REJECTION OF PORT MASTER PLAN AMENDMENT:

Staff recommends a **NO** vote. Failure of this motion will result in rejection of the identified provisions and adoption of the following resolution and findings. The motion to certify passes only upon an affirmative vote of a majority of the Commissioners present.

RESOLUTION FOR PARTIAL REJECTION OF PORT MASTER PLAN AMENDMENT:

The Commission hereby denies certification of the portion of Port of San Diego Master Plan Amendment No. 27 that includes the Midway Aircraft Carrier Museum and adopts the findings set forth below on grounds that the amendment as submitted does not meet the requirements of and is not in conformity with the policies of Chapter 3 and Chapter 8 of the Coastal Act. Certification of the amendment would not meet the requirements of the California Environmental Quality Act, as there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the amendment.

MOTION II: *I move that the Commission certify the remainder of the Port of San Diego Master Plan Amendment No. 27.*

STAFF RECOMMENDATION OF PARTIAL CERTIFICATION:

Staff recommends a **YES** vote. Passage of this motion will result in certification of the remainder of the port master plan amendment and adoption of the following resolution and findings. The motion to certify passes only upon an affirmative vote of a majority of the Commissioners present.

RESOLUTION FOR PARTIAL CERTIFICATION OF PORT MASTER PLAN AMENDMENT:

The Commission hereby certifies the remainder of the Port of San Diego Master Plan Amendment No. 27 and adopts the findings set forth below on grounds that the remainder of the amendment is consistent with Chapter 8 and Chapter 3 of the Coastal Act.

Certification of the remainder of the amendment complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the amendment on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the port master plan amendment.

II. FINDINGS AND DECLARATIONS.

The Commission finds and declares as follows:

A. Previous Commission Action. The Commission certified the San Diego Unified Port District Master Plan on October 14, 1980. The Commission has reviewed twenty-six 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 April 25, 2000 as Resolution #2000-82. A public hearing on the proposed master plan amendment was held and the amendment was adopted by the Board of Port Commissioners on April 25, 2000 as Resolution #2000-83.

C. Standard of Review. 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. See 14 C.C.R. § 13610(b). The proposed amendment involves changes to both land use designations and water designations. Chapter 3 is the standard of review for the changes in water use designation. In addition, proposed projects listed as appealable in Section 30715 must be consistent with the policies of Chapter 3 of the Coastal Act. The amendment includes text changes and a new project list for several appealable developments including construction of a 600-800 room hotel, office building, retail and parking facilities at Lane Field; public improvements including a pedestrian esplanade; parks and plaza areas, narrowing Harbor Drive from 4 lanes to 3; the demolition and reconstruction of the Grape Street Piers, docks, wave attenuation structure and new restaurant; and linking B and C street between Pacific Highway and North Harbor Drive. Chapter 8 of the Coastal Act is the standard of review for the balance of the proposed amendment.

Preliminary plans indicate that a small portion of the Midway carrier would extend bayward of the pierhead line. This area is not within the tidelands granted to the San Diego Port District, and thus, is within the Commission's original permit jurisdiction. A lease from the State Lands Commission would also be required. Therefore, the Midway will be required to obtain a coastal development permit from the Commission as well as the Port District. For the portion of the project within the Commission's permit jurisdiction, the standard of review would be Chapter 3 policies, not the Port Master Plan.

D. Description of Proposed Plan Amendment. The proposed master plan amendment involves changes to the text, land/water use map, and project list of Planning District 3 (Center City/Embarcadero) to allow for a number of new projects. The amendment is a result of a coordinated planning effort by the North Embarcadero Alliance, a planning body made up of officials from the Port District, City of San Diego, County of San Diego, Centre City Development Corporation, and U.S. Navy. The Alliance developed a Visionary Plan in 1998 to guide the development of the North Embarcadero area. The proposed Port Master Plan Amendment (PMPA) references the Visionary Plan's design concepts and goals in several instances; however, the Visionary Plan itself has not been incorporated into the Port Master Plan and is not the subject of this amendment or the standard of review for coastal development permits issued by the

Port District. Only the projects contained in the proposed Table 11: Project List are part of this amendment; additional projects contained within the Visionary Plan will require additional review and approval by the Commission. The Port will use the Visionary Plan for planning guidance only.

As noted above, the proposed amendment includes a table listing the following appealable projects:

- Construction of a 600-800 room hotel, office building, retail and parking at Lane Field;
- Public improvements including a pedestrian esplanade; parks and plaza areas;
- Narrowing Harbor Drive from 4 lanes to 3;
- Demolition and reconstruction of the Grape Street Piers, new boat docks, wave attenuation structure and restaurant; and,
- Linking B and C street between Pacific Highway and North Harbor Drive.

Non-appealable projects on the proposed project list include:

- Modernization and expansion of the cruise ship terminal
- Public vista points
- Infrastructure improvements to the Broadway Pier
- The Midway Aircraft Carrier Museum

A number of the improvements in the PMPA are designed to give the waterfront a more pedestrian orientation. Harbor Drive would be narrowed from four lanes to three to accommodate construction of a new bayfront public esplanade along the water's edge at Harbor Drive. The esplanade would include a new 25-foot wide pedestrian promenade on its western edge, and is a part of a larger bayside open space network connecting Harbor Island to South Embarcadero. Plazas would generally be located where east-west streets terminate, and additional public amenities such as fountains and public art would be provided.

Three existing industrial piers west of the County Administration Center would be replaced with a new 30,000 sq.ft. public pier at Grape Street and an associated 12,000 sq.ft. public boat dock. A commercial recreation facility such as a bait shop or snack shop would be located on the new Grape Street Pier. An 800-foot long floating wave attenuation screen would be integrated into the new pier to protect the boat docks. A new two-story, maximum 10,000 sq.ft., 25-foot high restaurant may be located on a 5,000 sq.ft. parcel inland of the Grape Street Pier.

The PMPA provides for the extension of B and C Streets from their current terminus at Pacific Highway to North Harbor Drive through the Lane Field site. The existing plan envisions development of the old Lane Field site and Navy Engineering building into a new complex of buildings and open space. The proposed amendment specifies that

primary consideration would be development of a 600-800 room hotel, office buildings, retail and parking facilities. The PMPA identifies a Floor Area Ratio for the site, setback and stepback requirements, heights that slope away from the Bay, and right-of-way corridors view and access corridors through the site.

The cruise ship terminal at the B Street Pier would be expanded and upgraded including increasing the height of the existing building to 50 feet (with appurtenant structures extending above 50 feet). The existing terminal is a converted warehouse and does not have adequate facilities to accommodate the size of modern cruise ships and the number of passengers on these ships. The upgrade will modernize the building to accommodate the larger ships and expand terminal facilities such as loading and customs.

The U.S.S. Midway Aircraft Carrier would be docked on the south side of Navy Pier for use as a museum. Submitted with the PMPA (although not included in the text of the Amendment) is a mitigation plan for impacts to 4 acres of open water in San Diego Bay involving the creation of 9.15 acres of new coastal salt marsh habitat in National City, south of the Sweetwater River Flood Control Channel. However, the mitigation is not mentioned in the language of the PMPA itself.

The plan also involves numerous changes to the existing land and water use designations in the Port Master Plan. The land use changes are designated largely to facilitate the proposed Embarcadero Promenade, the narrowing of Harbor Drive, and the extension of B and C Streets. The changes also reflect a more accurate accounting of the amount of land area than previously calculated, and thus, show an overall increase in land area. The revisions would result in an approximately 1.9-acre increase in the "Public Facility/Street" designation, a .2-acre increase in "Commercial Recreation" area, a 2.1-acre increase in "Park/Plaza", and a .6-acre increase in "Promenade" area.

The plan also involve changes in water use designations, including redesignating approximately 21 acres of "Commercial Fishing Berthing" to "Specialized Berthing", "Park/Plaza" and "Commercial Recreation" to accommodate the new public recreational Grape Street Pier and docks, and redesignation of another 5.5 acres of "Commercial Fishing Berthing" to "Specialized Berthing" to allow mooring of the U.S.S. Midway. Although the plan includes a significant reduction in "Commercial Fishing Berthing," the replacement "Specialized Berthing" designation continues to allow commercial fishing berthing within the subject precise plan area, and language in the proposed PMPA specifically identifies commercial fishing as the highest priority use in this location.

The amendment also includes adoption of a Parking Management & Monitoring Program for the North Embarcadero. In general, new projects are required to provide adequate on-site parking to accommodate the particular project's demand. Several new projects, including the Grape Street Pier restaurant and new public improvements like the esplanade, would utilize only public parking. Thus, the Parking Management Program is required to address the parking needs of these projects, as well as the public parking needs overall in the North Embarcadero area. The plan requires individual Parking

Management Plans prior to issuance of Coastal Development Permits for a particular project, to ensure that weekday and weekend day parking deficits are addressed. Projects in the PMPA will be phased over several years.

Section 13634 of the Code of Regulations allows for minor, immaterial changes to a Port Master Plan (Amendment) after submission of the plan. On October 31, 2000, the Board of Port Commissioners removed the following language from page 73 of the proposed PMPA request:

The Visionary Plan proposes a 10,000-square-foot terrace along the bulkhead and an 18,000 square-foot floating public access pier at the water's edge are proposed west of the County Administration Building. (See Visionary Plan Figure 5.4 and pp. 92-95.

This change reflects the Port District's direction that the referenced projects are not intended to be implemented at this time, and therefore, should not be contained in the text of the Master Plan. This change is not considered a material amendment to the PMPA submittal.

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 30224

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land for long-term commercial, recreational, scientific, and educational purposes.

Section 30230

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

Section 30231

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

Section 30233

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

(2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

(3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland.

(4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

(5) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(7) Restoration purposes.

(8) Nature study, aquaculture, or similar resource dependent activities.

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.

[...]

Section 30234

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

Section 30234.5

The economic, commercial, and recreational importance of fishing activities shall be recognized and protected.

Section 30235

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

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 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.

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.

Chapter 3 is the standard of review for all appealable projects, and all projects in the water and use designations applied to water. Chapter 8 is the standard of review for the remainder of the amendment.

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

A. U.S.S. Midway Aircraft Carrier.

The amendment would provide for the permanent docking of the Midway alongside the south side of Navy Pier (Pier 11A), at the southern end of North Harbor Drive. The Midway is a decommissioned aircraft carrier which would be towed to San Diego Bay from its current station at Bremerton, Washington. The ship would be berthed against two new mooring platforms that would be constructed on the existing pier. The bow of the ship would point towards the bay. Parking for the Midway would be provided on the existing Navy Pier.

The Midway would be converted into an aircraft carrier museum. Navy Pier has historically been the departure place in San Diego for troops going to war, and the site is nearby several existing naval memorials including the Aircraft Carrier Memorial, the Homecoming Memorial, and the Presidential Unit Citation Memorial. Funding for the Midway museum comes from both private donations and loans; no public money has been involved.

1) **Visual Resources.** The Midway is approximately 1,000 feet long and 50 feet tall from the waterline to the flight deck. Above the flight deck, the control tower area would be approximately 190 feet tall, as measured from the waterline. Including the new mooring platforms on the north side of the ship, the width of the Midway would extend approximately 260 feet south of the existing Navy Pier.

The siting of the Midway raises concerns regarding both the compatibility of the bulk and scale of the structure with the surrounding community and the blocking of public views. The Midway would be located on the bayward side of North Harbor Drive, which parallels the shoreline and is the main coastal accessway in the downtown area. In general, the bayward side of North Harbor Drive in the North Embarcadero area consists of low-scale development such as the Harbor Excursion ticket booth, one and two-story restaurants, and the Maritime Museum historic ships including the Star of India, Berkeley, and others. The inland side of North Harbor Drive is more intensely developed with the County Administration Center, restaurants, and hotels.

The ship would be located between the existing Navy Pier to the north and the G Street Mole and Tuna Harbor Park to the south. Navy Pier currently has a 2-story Navy building on it which would remain. To the south, a two-story restaurant is located on the western terminus of the G Street Mole, while the remainder of the park is open grassy space, parking, or low-scale memorial structures.

The inland side of Harbor Drive east of the subject site is developed with a Naval Base and is under the jurisdiction of the U.S. Navy, and currently developed with multi-story structures. There are approvals on the site for a project known as the Navy Broadway Complex, which would consist of up to 2.5 million square feet of mixed commercial office, hotel and retail uses. Although no construction on this project is anticipated at this time, this project would be up to 400 feet in height.

In general, the proposed PMPA would continue the pattern of more intense, higher development on the eastern side of Harbor Drive, such as the proposed Lane Field development. The amendment would allow construction of a new 25-foot high restaurant on the bayward side of Harbor Drive inland of the new Grape Street Pier. The PMPA would also allow improvements to the existing cruise ship terminal located approximately two blocks north of the proposed Midway site, which could result in an increase in the height of the terminal building to 50 feet, with some building appurtenances extending higher than 50 feet.

The Midway, which is 50 feet high to the flight deck and portions of which would extend up to 190 feet in height, would represent a departure from the existing scale of most development located bayward of Harbor Drive. Currently, there are no structures comparable to the Midway in height and bulk located bayward of North Harbor Drive, and the relatively low-scale of development in this area allows for a mostly open viewshed towards the shoreline and Coronado. The visual effect of the Midway would be comparable to at least a 5-story high structure that would cover essentially the entire water area from Navy Pier to Tuna Harbor Park. The presence of the Midway, combined with the high-rise structures existing and anticipated on the eastern side of Harbor Drive across the street from the Midway, would create a "tunnel" effect for pedestrians and vehicles on this portion of North Harbor Drive.

Public views provided along the North Embarcadero portion of North Harbor Drive are significantly greater in number and scope than those available from the rest of Harbor Drive. South of the project site, views of the water and the bayfront are almost entirely blocked by existing development. North of Laurel Street, bay views from Harbor Drive are extremely limited. But views of the water and Coronado are currently available to both north and southbound traffic from the majority of North Harbor Drive in the North Embarcadero Area, including at the subject site.

The Midway would have a significant impact on public views. The proposed project would eliminate views of the water, Point Loma and Coronado currently available approaching the project site from both the north and the south on Harbor Drive. Views to the north from the entire G Street Mole and Tuna Harbor Park would be obstructed. This is an existing public park, and a designated vista area in the Port Master Plan. The visual quality and character of the viewshed would be severely impacted by the Midway. The EIR for the amendment suggests that this impact could be mitigated by the similar nearby public views available from the Broadway Pier. However, these views are currently available to the public, and cannot serve to offset the loss of similar views elsewhere. As proposed, the amendment does not have a plan or program to improve the visual quality of the North Embarcadero to make up for the visual loss associated with the Midway.

The Midway would be located west of, and across Harbor Drive from the terminus of F Street. This portion of F Street is within the Naval Base and is not currently open to the public. However, the Centre City Community Plan designates F Street as a view corridor to be implemented when the site is redeveloped. (The City's currently pending LCPA for the North Embarcadero area would not change or remove this designation.) The Midway would prevent the opening of any views of the water or Coronado along this designated view corridor when the Naval site is redeveloped.

Of course, all of these views would be replaced by a view of the Midway museum, which would be a visitor-serving, coastal-dependent use. San Diego has a rich Naval history and the Commission recognizes the importance of providing visitor attractions and destinations at the waterfront. Nevertheless, the North Embarcadero area is, unfortunately, one of the few areas downtown where there is a strong visual connection to the waterfront, and each new development that blocks off another significant portion of the public's view has an adverse impact. As noted above, the current plan has provisions for increasing the height of the cruise ship terminal to as high as 50 feet. The expansion is necessary to accommodate the larger size of modern cruise ships. The terminal is located approximately ¼ mile north of Navy Pier, and will further contribute to the bulk and scale of development in the area of the Midway. Although portions of the existing Navy buildings on Navy Pier were recently demolished, the existing two-story structure on Navy Pier is proposed to remain, and will contribute to the walling-off effect in the area.

There are a number of alternatives to the proposed project that could lessen or avoid the visual impact of the project. For example, a carrier could potentially be sited at or

adjacent to existing naval facilities on Coronado, the 10th Avenue Marine Terminal or the Naval stations further south in the Bay in San Diego or National City. These sites were not examined in the Environmental Impact Report associated with the proposed amendment as the Navy has not to this date expressed interest in housing a permanent museum facility. However, the Midway would most likely not present any adverse visual impact in these locations, and a partnership with the Navy should not be dismissed as a potential opportunity. In addition, the Campbell Shipyard site, which is located northwest of the 10th Avenue Marine Terminal could potentially accommodate the Midway. The bayward side of Harbor Drive is already heavily developed in this area, and an aircraft carrier would likely not have as significant of an impact on public views. Although the Port has expressed interest in constructing a hotel at the Campbell site, the recent discovery of significant amounts of contaminants at the site suggests an alternative project like the Midway may be suitable at this location.

However, if the proposed location remains the only desirable location to the Port District and the project proponents, another potential alternative to the proposed project has been raised by proponents of the Midway museum, for future build-out of the site. A conceptual plan has been developed to site the Midway south of Navy Pier, as proposed, but to also demolish the existing Navy building on the Pier, and redevelop the Pier as a pedestrian-oriented memorial park with plazas, grassy lawns, benches promenades, design features, and even a Navy wives club and chapel for small social functions and public food service. Under this "conceptual plan," parking for the Midway would be located nearby in a new parking structure on the inland side of Harbor Drive.

In contrast, under the current amendment, Navy Pier would be used for parking for visitors to the Midway. While parking is clearly necessary to accommodate the use, providing public parking is not the best use of a water-oriented structure, and would have an adverse impact on the visual quality of the area. It appears that a plan like this conceptual plan would improve the visual quality of the North Embarcadero area in a manner which could potentially off-set the adverse visual impacts of the ship. Although the proponents of the Midway have indicated their preference for this conceptual plan, there is nothing in the proposed Master Plan amendment that provides for the implementation of this design, the EIR did not evaluate the plan, and no off-site parking facility has been identified or funded.

Another alternative involves lowering the Midway approximately 10 feet by dredging the bay at the proposed site; however, potential environmental impacts of dredging have not been examined, and a 10 foot difference in height would not substantially alter the visual impact of the project. Given the expense that would likely be associated with dredging, allocation of the money towards implementation of the conceptual plan would likely be a more effective means of mitigating the visual impact of the Midway.

In summary, the Midway Aircraft Carrier Museum portion of the proposed PMPA would have a significant adverse visual impact in its proposed location. No off-setting mitigation for these adverse impacts has been proposed. There are a number of potential

project alternatives that could avoid or reduce the impacts. A conceptual site plan has been developed that demonstrates that there is an alternative, or long-term, Midway project involving creation of a public park on Navy Pier that would improve the visual quality of the North Embarcadero area, and would potentially mitigate the adverse visual impacts of the carrier. However, this plan is not currently part of the proposed PMPA. Allowing a project of this magnitude to proceed in the absence of mitigation would set an adverse precedent for development on the North Embarcadero. Until the Master Plan contains provisions for developing and implementing a Midway project that includes mitigation for the visual impacts of the project (including a funding mechanism for implementation, if necessary), the Midway portion of the plan cannot be found consistent with the visual protection policies of Chapter 3 and Chapter 8 of the Coastal Act.

2) **Parking/Public Access.** Currently, Navy Pier is restricted to authorized military and civilian personnel. No public parking is available on the pier, except during Summer Pops concerts. The EIR for the project determined that the peak parking demand for the Midway will be approximately 348 spaces on a weekend and 279 spaces on a weekday. The parking for Midway would be provided on the adjacent Navy Pier. Because some parking spaces would still be required for the Navy facility to remain on the pier, the required 348 spaces would be available on the weekends, but only 200 spaces would be available on weekdays, 79 spaces short of the weekday requirement. The EIR indicates that 79 additional off-site parking spaces would be secured.

However, the Parking Monitoring and Management Program does not specifically require that this off-site weekday parking be provided. Nor does the Program contain any long-term measures or goals designed to ultimately accommodate the required parking for the Midway in off-site satellite lots. As noted above, the Commission supports the development of visitor-serving attractions along the waterfront. And typically, on-site parking is preferred to off-site parking, because it provides the most convenient access for the public. But a pier is not the appropriate place to be developing new permanent parking facilities. The parking lot will not be a visually attractive development, it will not provide a pedestrian recreational opportunity, and could have adverse impacts to habitat and water quality (see Section 3, below).

The proposed PMPA is designed to promote the waterfront as a visitor destination, and as such, should contain specific provisions promoting and requiring the funding and development of off-site parking for the Midway, as well as for other visitor-serving uses in the area. The Parking Management Program does include some general provisions for promoting public transit and an area shuttle, but no measures designed to relocate the Midway parking off of Navy Pier. Converting a pier into a permanent parking area would not have a positive impact on the visual quality of the North Embarcadero area, or on the public access and recreational opportunities. The PMPA should include the means to implement and fund a long-term alternative parking and transportation program to offset visitor parking deficits rather than create additional parking on Navy Pier. Therefore, the Commission cannot find the Midway portion of the project consistent with the public access and recreation policies of the Coastal Act.

3) **Biological Resources**. Approximately 350 parking spaces would be located on Navy Pier to serve visitors to the Midway museum. This would create the potential for petroleum hydrocarbons, grease, etc. associated with vehicles to enter San Diego Bay through direct leakage and stormwater runoff. A Storm Water Pollution Prevention Plan (SWPPP) is required for the project, that must contain Best Management Practices (BMPs) to address contaminants through such means as grease/oil separators. The Port Master Plan does not specifically require the adoption of BMP programs for the Midway; however, the Plan does require lease agreements that ensure tenants do not contribute to water pollution.

The ship's hull would be protected with a cathodic system, in an effort to minimize hull maintenance requirements. Maintenance activities such as painting other parts of the ship are required to occur in conformance with state and federal regulations, as outlined in an Environmental Protection Plan which has been prepared for the Midway, although this plan has not been specifically incorporated into the PMP. The ship would be moved to dry-dock about every 20 years where major maintenance activities would occur. However, there are no plan policies proposed in the PMPA requiring maintenance or adoption of the maintenance plan. The Port District has indicated that if the Midway museum did not succeed financially, the Navy would take the ship back, so it would not remain in place indefinitely. The Port has stated that the Midway's lease agreement and coastal development permit will require guarantees in the form of a bond or other financial means that will ensure that the ship will be removed from San Diego Bay should it go bankrupt.

The Midway would not actually rest on the ocean floor; rather it would occupy approximately 28 feet of the water column, with approximately 12 feet between the bottom of the hull and the ocean floor. Mooring the carrier would result in approximately 4.1 acres of impact to open water habitat, which is valuable habitat for fish and foraging birds. The hull of the Midway touching the water would cover approximately 2 acres of the Bay, the overhang of the flight deck would shadow up to an additional 2 acres of open water, and the mooring platform structures would result in 0.1 acres of impact.

As part of the proposed PMPA submittal and at the request of Commission staff, the Port has submitted a mitigation plan for the 4 acres of open water impacts. The proposed mitigation involves expansion of an existing degraded marsh east of south San Diego Bay in the City of National City. The site is known as Lovett Marsh, a tidal channel surrounded by development south of the Sweetwater River Flood Control Channel. The plan involves excavating sediment from surrounding uplands in order to create new tidal wetland habitat, grading existing upland slopes and seeding them with Maritime Succulent Scrub vegetation, and planting coastal salt marsh vegetation in the newly created wetland area. The mitigation would itself impact 0.89 acres of existing "disturbed" coastal salt marsh and 0.74 acres of mule fat scrub, but result in the creation of approximately 9.15 acres of new coastal salt marsh as mitigation for loss of 4.1 acres of open water habitat.

The proposed mitigation raises several concerns. First, the Commission typically requires that mitigation be "in-kind," that is, the mitigation should replace the same kind of habitat that is impacted, as close to the impact area as possible. In the case of the proposed project, the salt marsh mitigation site is several miles south and inland of the open water impact site. The Port District has indicated that there are a limited number of sites in San Diego Bay under the control of the District where a restoration project could create new open water habitat. However, the District did not consider these sites as potential mitigation sites for the Midway, as they are intended to serve as mitigation sites for future Port projects. Given the amount of build-out in San Diego Bay, opportunities for open water mitigation sites in the Bay are very limited, which suggests that additional impacts to Bay habitat may be inappropriate.

Nevertheless, in this particular case, the mitigation plan has been reviewed by the Commission staff ecologist, National Marine Fisheries and the U.S. Fish and Wildlife Service. The Commission has in the past approved saltmarsh restoration as mitigation for open water impacts, although in most cases, the mitigation has a strong open-water component. The creation of salt marsh habitat as proposed has been given preliminary approval as adequate to off-set the biological impacts of the project.

However, the project is within the limits of the City of National City, which has not yet reviewed or approved the project, and thus, the ability to carry out the project is in question. The mitigation plan, although submitted as part of the PMPA, is not listed as a project in the Project List in the proposed Port Master Plan Amendment. The Port District has indicated that it would be inappropriate to include a mitigation site in the Port Master Plan that is not within the Port District limits. However, the Plan could, and should contain a requirement that mitigation be provided for impacts resulting from the Midway. There are no general provisions in the existing Port Master Plan that require mitigation for such open water or any environmental impacts.

The mitigation required to offset the impacts of the Midway is substantial and, as of this time, is unsecured. As currently proposed, there is no requirement in the language of the proposed PMPA that the Midway provide adequate mitigation, and thus, the Commission cannot be assured that mitigation will occur. Therefore, the Commission finds the Midway portion of the proposed PMPA inconsistent with the resource protection policies of Chapter 3 and Chapter 8 of the Coastal Act.

B. North Embarcadero Redevelopment.

As described above, the amendment includes public improvements along Harbor Drive, narrowing Harbor Drive from four lanes to three between Grape Street and Pacific Highway, replacing three existing industrial piers west of the County Administration Center with a new public pier at Grape Street, a new 25-foot high restaurant inland of the Grape Street Pier, the extension of B and C Streets, development of the old Lane Field site and Navy Engineering building with a 600-800 room hotel, office building, retail and

parking facilities in a new complex of buildings and open space, and expansion of the cruise ship terminal at the B Street Pier would be expanded to up to 50 feet in height.

1) **Visual Resources.** The plan contains provisions for the establishment of view corridors and a 60 foot height limit in the Laurel Street corridor, landscape and streetscape improvements along the proposed esplanade on North Harbor Drive, and public viewing/vista points along the Crescent shoreline from Laurel Street to Market Street. Language in the plan states that the wharf side of the esplanade is to remain clear of objects or furnishings that would block Bay views.

The extension of B and C Streets from their current terminus at Pacific Highway through to North Harbor Drive would create new view corridors and increase public access to the waterfront from downtown. The City of San Diego's pending LCP also provides for the extension of these streets and designates them as view corridors.

The plan sets an FAR of 7.0 and 6.5 for the Lane Field parcel, while establishing building height limits on the site ranging from 200 feet to 400 feet sloping back from the Bay. The plan also sets setbacks and stepbacks along the Broadway side of this parcel. These criteria are consistent with those proposed in the City's pending LCP.

The plan establishes a 12 foot high building height limit in the area of the proposed esplanade, with the exception of a 25-foot high height limit for the parcel at Harbor Drive inland of the Grape Street Pier to allow for construction of a new restaurant. The construction of a new two-story structure in this area raises concerns about view blockage and bulk and scale. As discussed above, the majority of North Harbor Drive is characterized by low-scale development and open views towards the water, and any new construction on the bayward side of Harbor Drive has the potential to adversely impact public views.

However, in this particular case, the second-story of the restaurant would be off-set from the Grape Street View corridor, and thus, wouldn't block any existing views down this street. Additionally, Grape Street is a one-way street with traffic heading away from the Bay, so existing views from this street are limited. View blockage from Harbor Drive remains a concern, but with the exception of this parcel, structures on the bayward side at this portion of North Harbor Drive are limited to 12 feet in height, such that the impact of this one structure will be limited and can be found consistent with the resource protection policies of the Coastal Act. However, the Commission will continue to review new projects in this area with the visual impact to pedestrians and vehicles on Harbor Drive in mind.

The amendment also includes expansion of the cruise ship terminal to a maximum of 50 feet in height. Some building appurtenances would extend above 50 feet. The existing building was a warehouse that was converted to a cruise ship terminal many years ago. The cruise ship industry has changed considerably in the last two decades, and ships are far larger than they were previously. At the existing terminal, moving cargo and people

is difficult and inefficient, and compromises the effectiveness of the terminal operation. The structure is also too small to reasonably accommodate the number of people boarding and disembarking the ships, going through customs, etc. The expansion would modernize the terminal to accommodate present-day cruise ships and traffic intensity (vessels and people). Although the height increase would contribute incrementally to a walling off of the bay, a cruise ship terminal is a coastal-dependent, high-priority use under the Coastal Act. The height increase would contribute to the bulk and scale of development on the bayfront, but not actually block any existing views. The project would not require any expansion of the existing pier or filling of the bay. The expansion would follow the design guidelines of the North Embarcadero Visionary Plan, such that the building would have stepbacks and architectural features to minimize its visual impact.

In summary, the plan includes numerous features designed to protect and enhance views to and along the waterfront. No significant impacts to views or community character will result from the amendment. Therefore, this portion of the proposed Port Master Plan Amendment can be found consistent with the visual protection policies of Chapter 3 policies and Chapter 8 policies of the Coastal Act.

2) **Public Access/Parking.** As noted above, numerous Coastal Act policies pertain to the provision of adequate public access to the shoreline. The plan contains provisions for many public access improvements including the replacement of the Grape Street industrial piers with a new public pier, the extension of B and C Streets, the Harbor Drive esplanade and parks, and streetscape improvements to Broadway Pier. The Lane Field parcel will have access corridors a minimum of 80-feet wide to enhance physical and visual access to the waterfront. A north-south pedestrian link, if practical, is also proposed through this parcel.

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 EIR analyzed the projected parking demand for the proposed PMPA. In general, new projects are required to self-park; that is, provide adequate parking to accommodate the particular project's demand, and would not compete for public parking. However, several new projects, including the Grape Street Pier restaurant and new public improvements like the esplanade, would utilize public parking. The parking analysis determined that on weekdays, adequate public parking to serve the area. Thus, the Parking Management Program is required to address the parking needs of these projects, as well as the public parking needs overall in the North Embarcadero area. The plan requires individual Parking Management Plans prior to issuance of Coastal Development

Permits a for particular project, to ensure that weekday and weekend day parking deficits are addressed.

Projects in the PMPA will be phased over several years. An annual monitoring program tied to actual "parking utilization" will begin after completion of the first project under the Plan. Additional parking construction will begin when utilization thresholds exceed 90% capacity, that is, when monitoring determines existing parking has reached 90% of capacity, new parking facilities will be required. Implementation of the monitoring and construction of new parking facilities will be required as conditions of new coastal development permits.

The narrowing of North Harbor Drive and the increase in traffic generated by the redevelopment in the proposed amendment could have an adverse impact on public access by restricting the flow of traffic. North Harbor currently provides six lanes of traffic north of Grape Street, four lanes between Grape Street and Broadway and two lanes south of Broadway to Pacific Highway. The proposed amendment includes re-striping North Harbor Drive between Grape Street and Pacific Highway to a three-lane roadway (two lanes southbound and one lane northbound). A traffic analysis performed for the amendment analyzed 22 key signalized intersections and 40 street segments in the plan area. The analysis determined that in the near-term, traffic conditions at only 6 intersections and 3 street segments would worsen as a result of implementation the amendment, and these impacts were determined to be less than significant, because the delay increases are small and in no case did Levels of Service (LOS) fall below LOS D. (Two street segments currently at LOS E would continue to operate at LOS E.) Level of Service E is considered "significant" under City of San Diego standards for the Centre City area.

The only significant impacts identified were cumulative impacts to portions of Interstate 5 and several freeway on-ramps and off-ramps. These impacts are considered unmitigatable at the current time, although an I-5 freeway corridor study currently being prepared by the San Diego Association of Governments (SANDAG) will address deficiencies on the freeway and its ramps and recommend traffic improvements. These impacts occur outside of the Coastal Zone and are the result of region-wide growth and development. The proposed amendment will not result in traffic impacts that will adversely impact public access or recreation in the Coastal Zone.

One of the stated goals of the Parking Program is both reducing the parking demand and increasing the parking supply, in order to achieve a balance between the supply and demand of parking in the area. The Parking Program has measures designed to promote the use of transit and pedestrian use of the area, including promoting subsidized transit passes for employees of area businesses, providing information to downtown hotel guests regarding the availability of transit uses, plans for shuttle stops at two locations on Harbor Drive within the North Embarcadero area, promoting pedi-cab use and providing areas for pick-up and drop-off, and providing bicycle racks and lockers within the area. In addition, the Program calls for providing "trailblazing measures", that is, providing

signs showing directions to the North Embarcadero area from downtown and transit locations, directions on local kiosks and transit/shuttle stops. The Parking Program would require that as a condition of approval for future coastal development permits, use of mass transit be encouraged and supported.

Traffic improvements that will improve public access are planned for the North Embarcadero area, including additional traffic signals and controlled intersections to improve pedestrian access, and a separate 10-foot wide bicycle path to run parallel to the promenade. The bicycle path will accommodate both bicycles and pedi-cabs. As proposed, the North Embarcadero portion of amendment provides public access amenities and will not result in adverse impacts to public access. Therefore, this portion of the amendment can be found consistent with the public access and recreation policies of Chapter 3 and Chapter 8 of the Coastal Act.

3) **Biological Resources.** The plan involves the construction of a new 30,000 sq.ft. public recreational pier at Grape Street. Although the project involves the placement of new pilings, the pier will replace three existing piers that together total approximately 30,000 sq.ft. in area, thus, there will be no change in the amount of water area shaded by pier structures. The EIR for the proposed amendment determined that there is no eel grass in the amendment area.

The proposed Grape Street Pier also includes construction of a wave attenuation structure. The Port District has clarified that this structure will be a floating concrete structure or similar structure that does not involve any fill, and that the structure will be the minimum necessary to reduce wave force on the propose pier and recreational docks. The placement of structural pilings for public recreational piers that provide public access and recreational opportunities, such as those proposed in the PMPA, is a permitted use under Section 30233 of the Coastal Act.

Therefore, the Commission finds that this portion of the proposed Port Master Plan Amendment can be found consistent with the Chapter 3 and Chapter 8 policies of the Coastal Act regarding the protection of biological resources.

C. Centre City LCPA.

Staff is currently reviewing an application by the City of San Diego to amend its certified LCP to create a North Embarcadero Overlay District including design guidelines and parking requirements. The City's LCPA is does not proposed any changes in land use, but is largely intended to ensure that the existing community plans and Planned District Ordinances governing the North Embarcadero region (Centre City and Marina Districts) are updated consistent with the vision for the North Embarcadero region as proposed in the Port Master Plan and in the Visionary Plan (although the Visionary Plan is not proposed to be incorporated into the LCPA). Although the majority of the North Embarcadero region is within the Port District's coastal development permit jurisdiction, the Centre City community plan and PDO contain graphics and planning goals for the

North Embarcadero shoreline to help ensure consistent planning for the region as a whole.

As noted within this report, preliminary review of the City's LCPA suggest that the amendment is generally consistent with the goals and requirements of the proposed PMPA, and approval of the North Embarcadero portion of the PMPA will not prejudice the Commission's review of the City's LCPA in the future.

D. Consistency with the California Environmental Quality Act (CEQA). As described above, the proposed amendment does have the potential to result in damage to visual and biological resources in the form of individual and cumulative impacts. The proposed amendment was the subject of an Environmental Impact Report under CEQA. The EIR was subject to public review and hearing and was adopted by the Board of Port Commissioners. However, the Commission has found that the Midway portion of the proposed PMPA #27 cannot be found in conformance with Chapter 3 and Chapter 8 policies of the Coastal Act and that that portion of the proposed amendment will result in significant adverse impacts to the environment of the coastal zone. Therefore, the Commission finds that the Midway part of the amendment is inconsistent with the California Environmental Quality Act.

The remaining portion of the amendment has been found consistent with the visual, biological, and public access and recreation policies of the Coastal Act. the proposed project will not cause significant adverse impacts to the environment. Specifically, the amendment has been found consistent with the public access and recreation, visual resource and biological protection policies of the Coastal Act. There are no feasible alternatives or mitigation measures available which would substantially lessen any significant adverse impact which the amendment might have on the environment. Therefore, the Commission finds that the remaining portion of the amendment is the least environmentally damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

Re Amendment of Port District]
Master Plan - North Embarcadero]
Alliance Visionary Plan]
_____]

RESOLUTION 2000-83

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 for the North Embarcadero Alliance Visionary Plan has been prepared and processed; and

WHEREAS, a Final Master 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. 40550, pertaining to said North Embarcadero Visionary Plan.

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 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 25th day of April, 2000.

SW
4/25/00

(14)

*San Diego Unified Port District
Proposed Master Plan Amendment*

DRAFT

North Embarcadero

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

May 16, 2000

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

**Exhibit #2
PMPA #27
Proposed Amendment**

CENTRE CITY EMBARCADERO: Planning District 3

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

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

Precise Plan Concept

The basic concept of the redevelopment of the Embarcadero is to create a unified waterfront, both visually and physically, which creates an overall sense of place. In this concept, the Embarcadero becomes a pedestrian spine

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

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

Land and Water Use Allocations

The Precise Plan allocates a balanced distribution of commercial, industrial, public recreation and public facility uses in this 4334-acre planning area. More detailed allocations are indicated in the Land and Water Use Table, and use areas are graphically portrayed on the Plan Map.

Centre City Embarcadero Planning Subareas

The Planning District has been divided into six subareas. ~~as An explanation of the Precise Plan is covered in the following text, organized to the geographic locations of the subareas shown in Figure 12.~~

The North Embarcadero Alliance "Visionary Plan" area includes all of Subareas 31, 32, 33, and part of Subarea 34. The Visionary Plan proposes to revitalize San Diego's downtown waterfront through a concept for public improvements and by guiding development to optimize property values, public access opportunities and priority waterfront and water-dependent uses. The Plan recommends a substantial linear esplanade park on the urban waterfront with public art, street furniture, public spaces, expansive Bay views and public parking. The Plan proposes two major parks and plazas at the County Building and the foot of Broadway, and includes recreational piers and associated public facilities, harbor excursion landings and water-related commercial uses on Port tidelands. General commercial, residential, and commuter traffic would utilize an enhanced Pacific Highway grand boulevard, while North Harbor Drive would serve waterfront public access, water-dependent, and Embarcadero commercial recreational uses. An extension of the downtown San Diego small-block street grid across the railroad right-of-way, off Port lands, to the Bay would enhance public views and pedestrian access opportunities from upland areas (See Visionary Plan Figure 3.1 for illustrative plan of the area). Above-ground parking structures which are visible at the perimeter of a development should be limited to a maximum of six levels of parking or 60

feet above grade. (See Visionary Plan- p.79) North Harbor Drive, Broadway, Ash Street, and Grape Street are envisioned as active pedestrian linkages to the Bay from upland areas. Building frontage adjacent to these streets shall be developed with uses that promote pedestrian activity and public oriented uses. On other streets, ground-level facades shall maximize the sense of contact between indoor and outdoor activities. (See Visionary Plan – pp. 67,68.)

TABLE 10

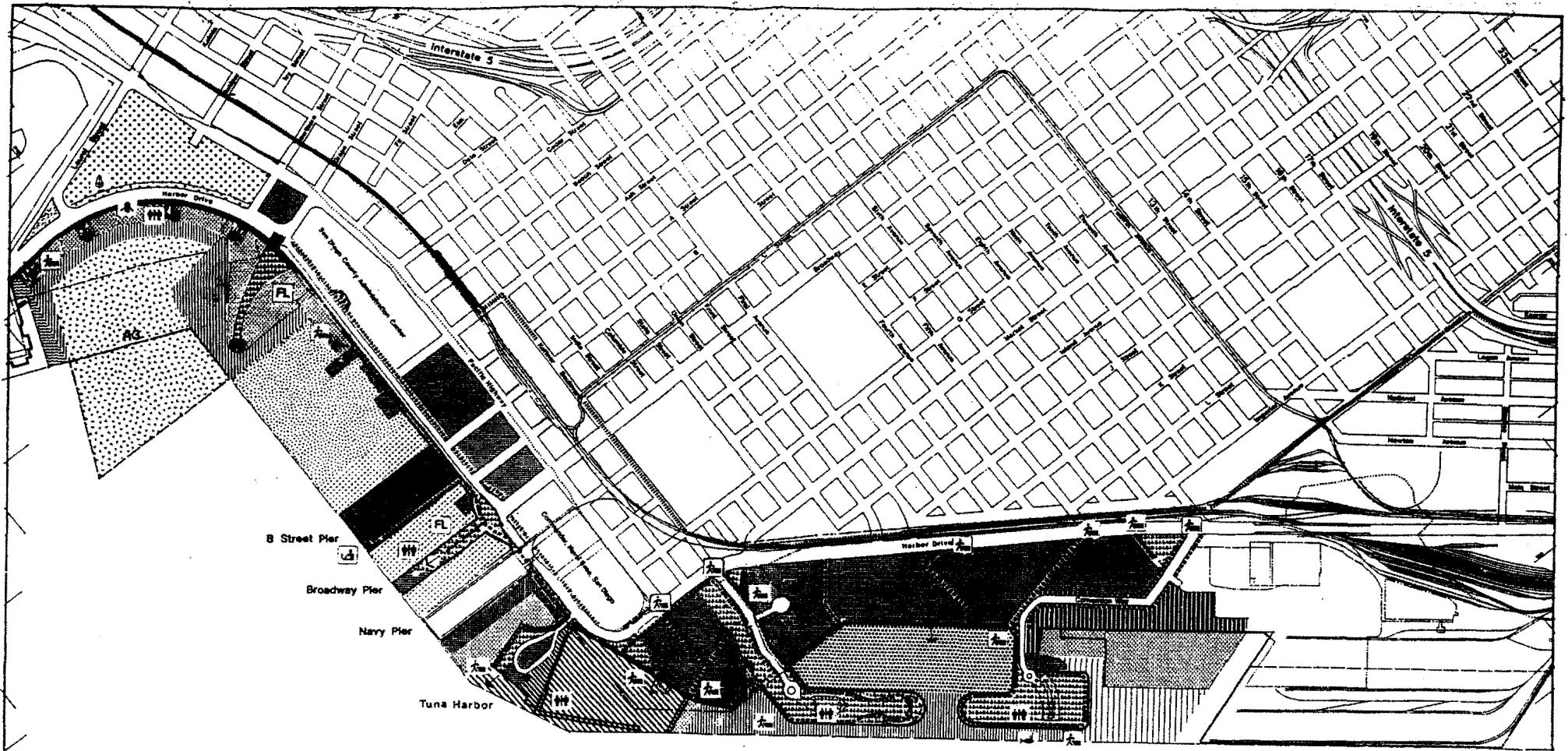
**CENTRE CITY EMBARCADERO: PLANNING DISTRICT 3
PRECISE PLAN LAND AND WATER USE ALLOCATION**

<u>LAND</u> USE	ACRES	<u>WATER</u> USE	ACRES	<u>TOTAL</u> ACRE	<u>% OF</u> TOTAL
COMMERCIAL	<u>87.3</u> <u>97.5</u>		<u>65.3</u> <u>34.3</u>	<u>162.6</u> <u>131.8</u>	<u>37%</u> <u>30%</u>
Commercial Fishing	4.7	Commercial Fishing Berthing	<u>44.3</u> <u>13.3</u>		
Commercial Recreation	<u>82.6</u> <u>92.8</u>	Recreational Boat Berthing	21.0		
INDUSTRIAL	42.1		<u>38.1</u> <u>64.9</u>	<u>80.2</u> <u>107.0</u>	<u>18%</u> <u>25%</u>
Aviation Related Industrial	22.3				
Marine Related Industrial	12.9	Specialized Berthing	<u>15.5</u> <u>46.7</u>		
Marine Terminal	6.9	Terminal Berthing	<u>22.6</u> <u>18.2</u>		
PUBLIC RECREATION	<u>49.3</u> <u>52.0</u>		4.7	<u>45.4</u> <u>56.7</u>	<u>12%</u> <u>13%</u>
Open Space	0.5	Open Bay/Water	4.7		
Park/Plaza	<u>42.8</u> <u>44.9</u>				
Promenade	<u>6.0</u> <u>6.6</u>				
PUBLIC FACILITIES	<u>44.8</u> <u>46.7</u>		<u>92.8</u> <u>92.2</u>	<u>137.6</u> <u>138.9</u>	<u>32%</u>
Streets	<u>44.8</u> <u>46.7</u>	Boat Navigation Corridor	<u>18.2</u> <u>29.6</u>		
		Boat Anchorage	25.0		
		Ship Navigation Corridor	<u>24.8</u> <u>13.4</u>		
		Ship Anchorage	<u>24.8</u> <u>24.2</u>		
TOTAL LAND AREA	<u>233.5</u> <u>238.3</u>	TOTAL WATER AREA	<u>200.9</u> <u>196.1</u>		
PRECISE PLAN LAND AND WATER ACREAGE TOTAL				434.4	100%

Note: Does not include:
State Submerged Tidelands 22.6 acres

Existing Acreage:
SAN DIEGO CONVENTION CENTER EXPANSION PMPA CCC January 12, 1996

Revised Acreage:
*South Embarcadero Redevelopment draft PMPA 04/24/96



Land		Water
COMMERCIAL		
Commercial Fishing	Commercial Fishing Berthing	
Commercial Recreation	Fuel Dock	
	Recreation Boat Berthing	
INDUSTRIAL		
Marine Terminal	Terminal Berthing	
Marine Related	Specialized Berthing	
Aviation Related		
PUBLIC RECREATION		
Park, Plaza	Open Bay	
Promenade	Public Fishing Pier	
Open Space		
Public Access		
Vista Area		
Historic Feature		
PUBLIC FACILITIES		
Comfort Station	Boat Navigation Corridor	
Customs	Ship Navigation Corridor	
Anchorage Landing	Ship Anchorage	
Ferry Landing	Boat Anchorage	

- Coastal Zone Boundary
- Mean High Tide Line
- US Pierhead Line
- US Bulkhead Line
- Combined US Pierhead/Bulkhead Line
- Lease Line
- State Lands Leased to Port District

scale
planning department
**Planning District 3
CENTRE CITY EMBARCADERO**

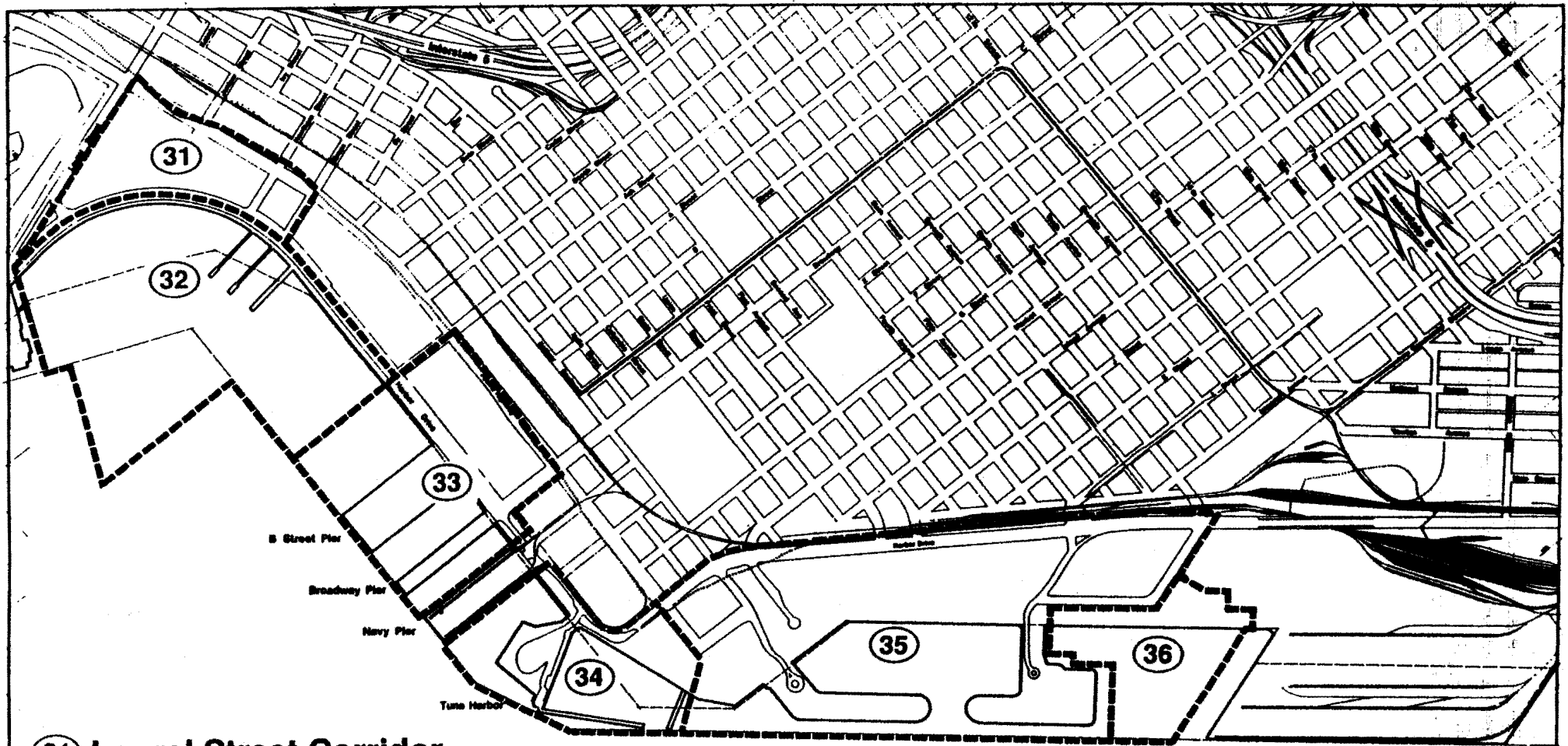
Figure 11
PRECISE PLAN

21 SEPT. 79

DATE	BY	CHKD	APP'D
21 SEPT. 79

MASTER PLAN REVISION

40456

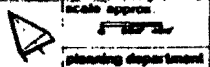


- ③① Laurel Street Corridor
- ③② Crescent Zone
- ③③ Civic Zone
- ③④ Tuna Harbor
- ③⑤ Marina Zone
- ③⑥ Bayfront Industries

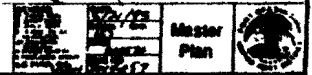
Mean High Tide Line
 US Pierhead Line
 US Bulkhead Line
 Combined US Pierhead/Bulkhead Line
 S.D.U.P.D. Line
 Trolley Line

Planning Subareas

Figure 12



Planning District 3
CENTRE CITY EMBARCADERO



40456

71a

Laurel Street Corridor

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

Crescent Zone

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

Grape Street. ~~Where Harbor Drive~~ North Harbor Drive will be ~~has been~~ narrowed to three lanes to ~~restrict~~ reduce through traffic. The unused right-of-way will be ~~has been~~ developed with landscaped promenades, parks and plazas. Along the water's edge the concrete pathway will continue its present use as both pedestrian promenade and service area for commercial fishing boats tied up along the Crescent Zone bulkhead. Four public viewing/vista points would be spaced along the Crescent shoreline.

The waterfront between Grape Street and Ash Street will be used for Ship Anchorage, Boat Navigation Corridor, and Specialized Berthing. The three existing piers no longer function or are needed as commercial fishing berthing or fuel pier; therefore they will be replaced with a 30,000 square-foot curvilinear pier at Grape Street, with a 12,000 square-foot public boat dock designated as Park Plaza. The waterside termination of this pier is designated as Commercial Recreation to allow possible development of a commercial facility. Wave attenuation structures would protect the boat docks. A 5,000 square-foot parcel with a maximum 10,000-square-foot floor area designated as Commercial Recreation will provide for a major restaurant or other commercial recreation use on the esplanade at the foot of the Grape Street Pier. Development density with a Floor Area Ratio (FAR) of 3.0 and a building height limit of 12 feet is prescribed for this area, with the exceptions of the proposed commercial recreation parcel where a 13-foot high second story would be allowed. Building setbacks along the inland side of North Harbor Drive for upper stories shall be 25-foot minimum at 50 feet along the inland side of North Harbor Drive and 15-foot on east-west streets. (See Visionary Plan Figures 4.4, 4.5 and 4.8) ~~the fuel docks and Anthony's Restaurant will continue to be used as a tie up and not mending area for tuna seiners. This activity is encouraged as part of the working port identity.~~ Commercial Fishing Berthing has been allocated to the Crescent water interface (18.6 acres) as the highest priority use; however, this water is also used for transient berthing and occasional general berthing for small boats. The boat channel area just offshore is also used for temporary anchorage for small boats; therefore, the designation is changed to Specialized Berthing, which

includes these uses within this precise plan area only. The boat channel area just offshore is also used for temporary anchorage for small boats.

Anchorage A-3, Laurel Street Roadstead Anchorage, is sheltered from the open sea but is located in both the most visible and the widest part of northern San Diego Bay. Approximately 20.6 acres of water area is allocated to accommodate about 50 vessels on swing point mooring buoys. Onshore, a public rest room, three dinghy floats and connecting shore ramps provide for the landing needs of the anchorage user. As a federally designated anchorage, the boundaries are shown on coastal charts and identified on site by boundary markers. Administration of the anchorage is exercised by the Port District, pursuant to local ordinance. Thirty to forty percent of the moorings are to be set aside for short-term use by cruising or transient vessels. Section III, Water Based Transportation system, contains information on the baywide small craft anchoring system.

The Visionary Plan proposes a 10,000-square-foot terrace along the bulkhead and an 18,000 square-foot floating public access pier at the water's edge are proposed west of the County Administration Building. (See Visionary Plan Figure 5.4 and pp. 92-95.)

Civic Zone

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

Significant redevelopment is recommended for the Civic Zone. The landscaped esplanade and streetscape improvements promenade mentioned in the Crescent Zone will be continued along Harbor Drive North Harbor Drive and Pacific Highway through the Civic Zone. Harbor Drive North Harbor Drive will be restricted to traffic accessing the abutting properties reduced by narrowing to three two

lanes. Parking areas along the street will be interspersed with landscaping, vertical elements used to frame and enhance views, and lawn areas. (See Visionary Plan Fig. 5.3)

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

Passive green spaces (parks) are proposed between the plazas on the esplanade, providing recreational opportunities and places for people to relax, play, and enjoy Bay views. The promenade is a continuous 25-foot-wide paved area adjacent to the water's edge. The wharf side remains clear of objects or furnishings that would block Bay views. A delicate string of lights, a planting area with tall palms, and a 10-foot-wide bike path border the landward side of the promenade (See Figure 5.3 of the Visionary Plan).

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

(See Visionary Plan Figures 4.5, 4.6, 4.7, and 4.8.)

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

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

should be considered by the Alliance. (See Visionary Plan Figs. 4.4, 4.5 and pp. 63, 64.)

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

Tuna Harbor

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

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

The aircraft carrier Midway is proposed to be docked on the south side of the Navy Pier. The Terminal Berthing designation would be changed to Commercial Recreation, and the Commercial Fishing Berthing designations in this water area would be replaced with Specialized Berthing to accommodate multiple uses. Landscaping and streetscape improvements on North Harbor Drive would continue through this area.

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

A substantial portion of Tuna Harbor is scheduled to be devoted to commercial fishing use. It is anticipated that offices for the tuna and fresh fish fleet will locate here, as well as ancillary uses such as small seafood processors, fish markets, marine instrument and equipment sales, fishing and ocean technology displays, and automobile parking.

The northern side of the mole has been renovated by stabilizing the existing concrete slab wall with rock revetment. The south face of the mole has been renovated with rock revetment for shore protection. Floating docks will provide 50- and 60-foot berths for commercial fishing boats. Low level lighting is provided for the berths. Landside support services, auto parking, and truck access are included. Approximately 100 commercial fishing berths are provided alongside the floating docks.

To shelter Tuna Harbor from the south, a concrete breakwater pier approximately 400 feet long has been built from the land lying between the 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.

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 feet will be developed at the Harbor Seafood Mart site. The existing open space plaza will be retained as 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 transformation 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 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.

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 Boulevard 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 Hyatt 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 and assures public access along the shoreline. Pedestrian linkage to the uplands is proposed around and over the expanded convention center. An existing accessway between the Marriott Hotel and the convention center 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 includes another public accessway with a minimum width of 20 feet over the convention center connecting Harbor Drive and the Embarcadero Promenade. An elevated walkway on the Convention Center's observation deck level 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 extends from the south end of the convention center expansion and along both sides of Eighth Avenue. The District, in conjunction with the City of San Diego, 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 incorporated into the plan by reference.

Seaport Village, a 100,000 square-foot 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 into a 13-acre site connected to the south end of the center and occupying the area bounded by Harbor Drive, Eighth Avenue, and Convention Way. 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.

TABLE 11: Project List
CENTRE CITY/EMBARCADERO: PLANNING DISTRICT 3

FISCAL
YEAR

APPEALABLE ↓

DEVELOPER ↓

SUBAREA ↓

4. INDUSTRIAL SITE RENOVATION: Renovate structures; landscape	34	T	N	1993-94
2.1. <u>NORTH HARBOR DRIVE, ASH GRAPE TO BROADWAY: Reduce traffic lanes; install landscaping, irrigation; develop promenade, bike path</u>	33	P	N-Y	<u>1996-97</u> <u>2000-04</u>
3. HOTEL COMPLEX, B STREET: Remove incompatible buildings; construct hotel, restaurant, coffee shop	33	T	Y	1994-95
4. LANE FIELD COMPLEX: Demolish existing buildings; construct facilities and open spaces; landscape	33	T	N	1993-94
5. B STREET PIER: Modify existing superstructure to accommodate cruise ship berthing and clearance activity; provide for shops, food, service, lighting and pedestrian amenities; reconstruct apron wharf	33	P	N	1992-93
6. TUNA HARBOR: Renovate parking; construct marine displays and maritime plaza	34	P	Y	1995-96
7.2. <u>SPECIALTY RETAIL/ENTERTAINMENT COMPLEX: Renovate or reconstruct buildings; landscape improvements; parking; ancillary structures, including parking structure; pedestrian access routes to the bay</u>	34, 35	T	Y	1999-2001
8. <u>3. 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</u>	35	T	N	1999-2001
9. <u>4. HARBOR DRIVE: Convention Center; Subgrade alignment</u>	35	T	N	1999-2001
40. <u>5. HARBOR DRIVE AND EIGHTH AVENUE INTERSECTION: Construct intersection for cross traffic and turning movements</u>	35	P	N	1999-2001
44. <u>6. STORM DRAIN AND SEWER LINE: Relocation and new construction</u>	36	T	N	1999-2001
42. <u>7. PUBLIC ACCESS: Pedestrian access improvements to waterfront and promenade</u>	35	T	N	2000-02
43. <u>8. 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	T	Y	1999-2000
44. <u>9. PARK: Remove old City Police Station, construct park including landscape improvements, artwork and pedestrian plazas</u>	35	P	Y	1999-2000
45. <u>10. WIDEN NORTH HARBOR DRIVE to 4 lanes between Broadway and Pacific Highway.</u>	34	T	Y	1999-2000
11. <u>LANE FIELD DEVELOPMENT: 600-to-800-room hotel, office building, retail, and parking</u>	33	T	Y	2001-05
12. <u>NORTH EMBARCADERO REDEVELOPMENT: (a) Visionary Plan public improvements, (b) esplanade, (c) street improvements, (d) vista points, (e) Grape Street piers replacement and restaurant, (f) park and plaza areas, (g) Broadway Pier infrastructure improvements, (h) B and C Street linkages between Pacific Highway and North Harbor Drive.</u>	31-34	P	Y*	2001-05
13. <u>USS MIDWAY: Aircraft Carrier Museum located on the south side of Navy Pier 11A</u>	34	T	N	2000-02
14. <u>PASSENGER TERMINAL AT B STREET PIER: Cruise Ship Terminal Modernization</u>	33	P	N	2001-05

P- Port District
T- Tenant

N- No
Y- Yes

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

TABLE 4
PORT MASTER PLAN
LAND AND WATER USE ALLOCATION SUMMARY

<u>LAND</u>		<u>WATER</u>		<u>TOTAL</u>	<u>% OF</u>
USE	ACRES	USE	ACRES	ACRES	TOTAL
COMMERCIAL	353.8 <u>354.0</u>		444.0 <u>383.0</u>	767.8 <u>737.0</u>	15% <u>14%</u>
Marine Sales and Services	26.2	Marine Services Berthing	23.1		
Airport Related Commercial	38.0				
Commercial Fishing	7.6	Commercial Fishing Berthing	60.0 <u>19.0</u>		
Commercial Recreation	278.3 <u>278.5</u>	Recreational Boat Berthing	330.6		
Sportfishing	3.7	Sportfishing Berthing	10.3		
INDUSTRIAL	1165.3		493.3 <u>220.1</u>	4358.6 <u>1385.4</u>	26%
Aviation Related Industrial	152.9				
Industrial Business Park	113.7				
Marine Related Industrial	332.8	Specialized Berthing	441.7 <u>172.9</u>		
Marine Terminal	149.6	Terminal Berthing	64.6 <u>47.2</u>		
International Airport	416.3				
PUBLIC RECREATION	264.0 <u>266.7</u>		278.1	542.4 <u>544.8</u>	10%
Open Space	19.1				
Park/Plaza	434.9 <u>137.0</u>	Open Bay/Water	278.1		
Golf Course	98.2				
Promenade	44.8 <u>12.4</u>				
CONSERVATION	394.7		1053.6	1448.3	27%
Wetlands	304.9	Estuary	1053.6		
Habitat Replacement	89.8				
PUBLIC FACILITIES	223.7 <u>225.6</u>		392.9 <u>392.3</u>	646.6 <u>617.9</u>	12%
Harbor Services	4.9	Harbor Services	10.5		
City Pump Station	0.4	Boat Navigation Corridor	272.0 <u>283.4</u>		
		Boat Anchorage	25.0		
Fire Station	0.4	Ship Navigation Corridor	60.6 <u>49.2</u>		
Streets	248.0 <u>219.9</u>	Ship Anchorage	24.8 <u>24.2</u>		
MILITARY	25.9		125.6	151.5	3%
Navy Fleet School	25.9	Navy Small Craft Berthing	6.2		
		Navy Ship Berthing	119.4		
AREA UNDER STUDY			402.8	402.8	7% <u>8%</u>
TOTAL LAND AREA		TOTAL WATER AREA			
2427.4 <u>2432.2</u>		2860.3 <u>2855.5</u>			
MASTER PLAN LAND AND WATER ACREAGE TOTAL				5287.7	100%



Port of San Diego

North Embarcadero Parking Monitoring and Management Program

INTRODUCTION

The parking analysis presented in this document assesses the adequacy of parking proposed in the North Embarcadero Alliance Visionary Plan (Visionary Plan) area within the jurisdiction of the San Diego Unified Port District and describes actions to ensure that sufficient parking is available in the future.

This Parking Monitoring and Management Program is based on the Parking Analysis of the Master EIR for the proposed North Embarcadero Alliance Visionary Plan, certified by the Board of Port Commissioners on April 25, 2000. The Parking Management Plans described herein will be implemented in accordance with the Mitigation Monitoring and Reporting Program required by the California Environmental Quality Act (CEQA).

PARKING MANAGEMENT PLAN

Separate Parking Management Plans are required prior to issuance of Coastal Development Permits to accommodate weekday and weekend day deficits. This is because the supply of parking is much greater on weekend days due to the assumed availability of private office-related lots, i.e., County Administration Center (CAC) North Lot and Lane Field. Both Parking Management Plans assume 1,100 parking spaces would be provided on the streets within the study area. The following Parking Management Plans achieve a balance between the demand of parking and supply availability in the study area. Projects that provide adequate off-street parking for their own use would not be required to participate in the Parking Management Program.

Projects in the Visionary Plan area will be phased over several years. An annual monitoring program tied to actual parking utilization will begin after completion of the first project under the Visionary Plan. Additional parking construction will begin when utilization thresholds exceed 90% capacity.

The following Parking Management Plan would mitigate the anticipated parking shortfall:

1. Weekday Parking Management Plan:

- ◆ In Parking Area 2, build a 50-space surface lot or provide 50 spaces dedicated for public use in the CAC Parking Lots. Designate 10 spaces for carpool/vanpool employee use only, with the balance designated for public use only with longer than 3-hour parking allowed.
- ◆ In Parking Area 3, build a 150-space surface lot or provide 150 spaces dedicated for public use at Lane Field or in a future parking structure at Lane Field or 1220 Pacific Highway. Designate 20 spaces for carpool/vanpool employee use only, with the balance designated for public use only with longer than 3-hour parking allowed.
- ◆ Dedicate 92 spaces in an existing parking location south of Broadway (Parking Area 4) available for public use.
- ◆ Promote subsidized transit pass for employees of study area businesses.
- ◆ Provide information to downtown hotel guests regarding the location of the North Embarcadero area and the availability of transit usage.
- ◆ Plan for shuttle stops at two locations on Harbor Drive within the Plan area, such as at Ash Street and at Broadway.
- ◆ Promote pedi-cab use and provide areas for pick-up and drop-off.
- ◆ Provide bicycle racks and lockers within the study area.
- ◆ Provide trailblazing (i.e., signs showing directions to the North Embarcadero area from downtown and transit locations), directions on local kiosks, and transit/shuttle stops.

2. Weekend Parking Management Plan:

- ◆ Same as Weekday Parking Management Plan with the addition of:

Make available 300 spaces within the Lane Field office parking structure to be used by the public and/or employees of waterfront uses on weekday evenings and weekend days.

The individual weekday and weekend day parking demand and supply mitigation requirements are shown in Table A. Since there is a calculated parking surplus in Area 4 (222 spaces), a portion of this Area 4 surplus (the northern spaces) could be used to mitigate the calculated deficit in Area 3. This is because the parking demand within Area 3 is in the southern portion and part of the available Area 4 supply is in the northern portion of Area 4. Since a portion of the Area 4 surplus is

located far south within Area 4, the entire Area 4 surplus can be utilized to mitigate Area 3 deficits. The 242-parking-space Area 3 deficit will be mitigated by providing 150 additional off-street public spaces and "borrowing" 92 surplus spaces from Area 4, as outlined in Table A.

Area 2 shows a calculated 5-space deficit. This deficit should not be mitigated by borrowing from Area 1, since a large portion of the Area 1 surplus is located in the northern section of Area 1. Furthermore, an off-street weekday public parking area will be needed in Area 2 such that not all parking within the project area is metered, on-street short-term (2-3 hours) parking. For these reasons, the Area 2 deficit will be mitigated by providing 50 additional off-street public spaces within Area 2, as outlined in Table A.

CONCLUSION

The North Embarcadero parking supply and demand was analyzed under existing and future conditions. The existing parking conditions were determined to be adequate. The future weekday peak parking condition (between 8 a.m. and 5 p.m.) was calculated to be adequate for the overall North Embarcadero area; however, when analyzed by smaller areas, there were deficits in Areas 2 and 3. The future weekday parking condition after 5 p.m. or a weekend day was calculated to have a deficit of 276 parking spaces for the overall North Embarcadero area. These deficits will be eliminated through the implementation of a Parking Management Plan, which includes providing additional supply.

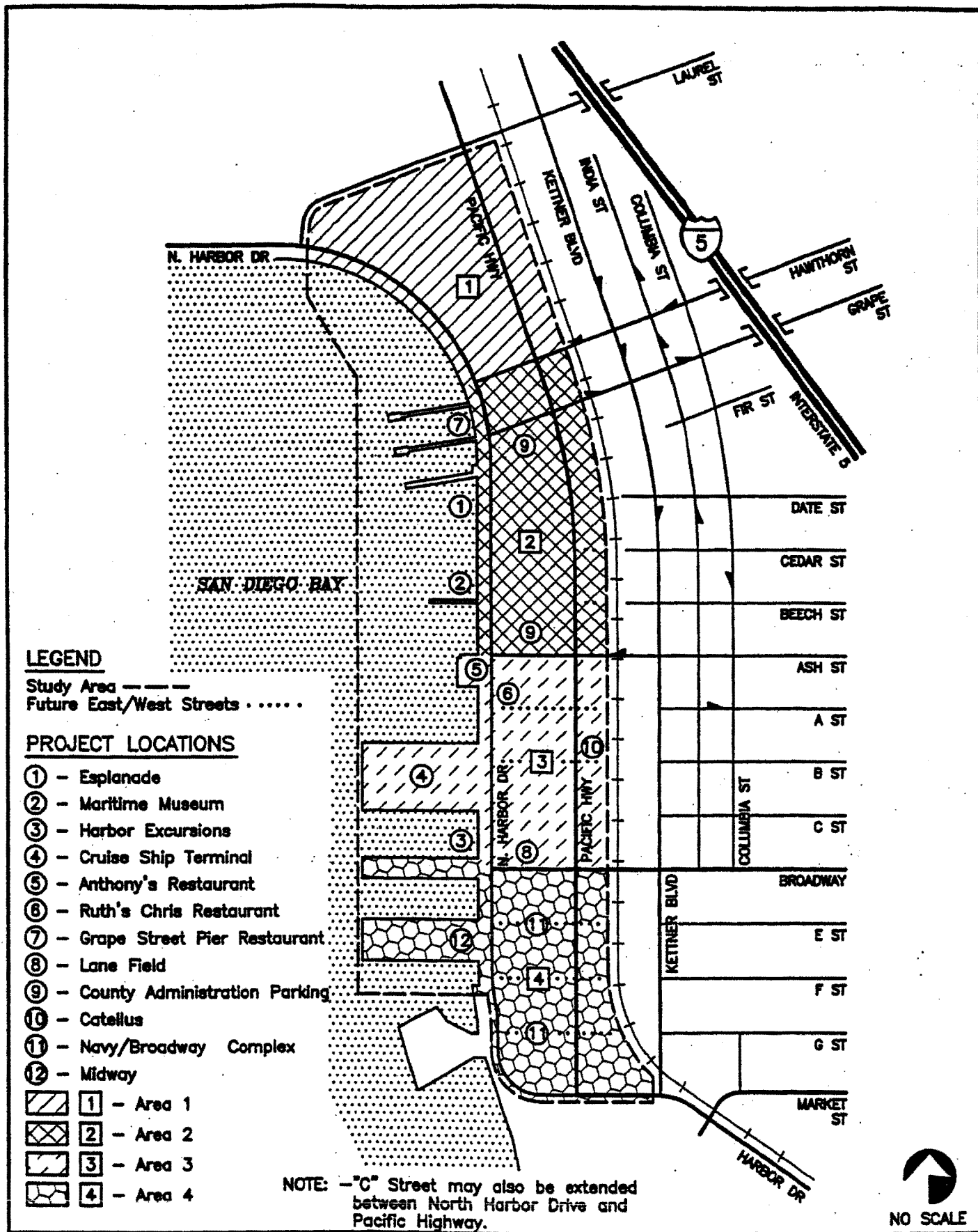
Weekday and weekend day parking management plans were developed specifically for the North Embarcadero area. The parking management plans incorporated the guiding principles and strategies both of reducing the parking demand and increasing the parking supply to achieve a balance between the supply and demand of parking availability in the study area.

An annual monitoring program tied to actual parking utilization will be implemented such that planning for additional construction begins when certain utilization thresholds are met.

**TABLE 4
FUTURE PARKING DEMAND WITH MITIGATION**

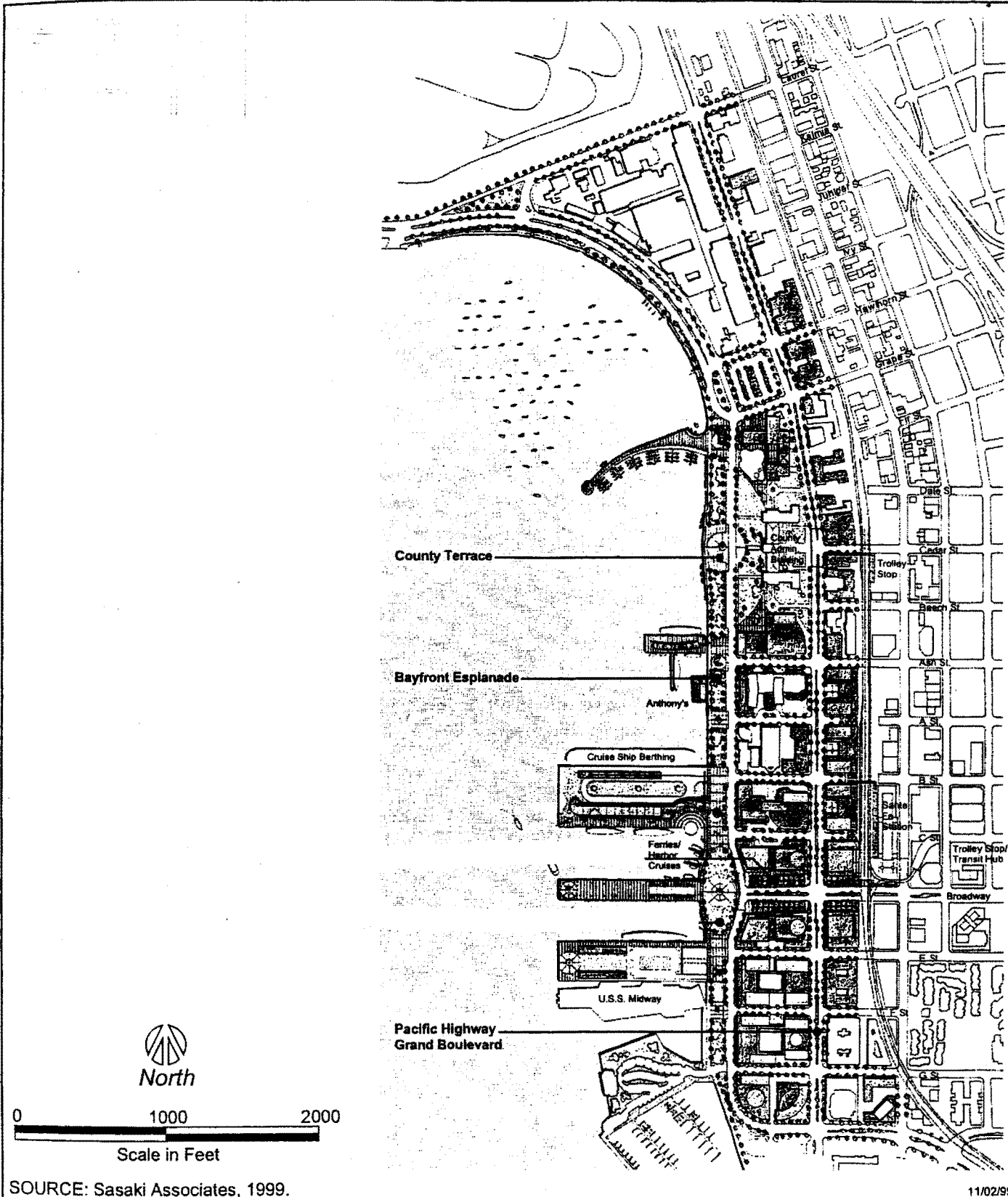
Parking Supply and Demand	Weekday Peak (Between 8AM-5PM)	Weekday after 5PM or a Weekend Day
Area 1		
Future Surplus within Area 1	120 ¹	96 ¹
<i>Surplus within Area 1</i>	<i>120</i>	<i>96</i>
Area 2		
Future Deficit within Area 2	(5) ¹	(41) ¹
Mitigation of building 50 Space Parking Lot or providing 50 dedicated Public Spaces in CAC Parking Lot or future CAC Parking Structure.	50	50
<i>Surplus within Area 2</i>	<i>45</i>	<i>9</i>
Area 3		
Future Deficit within Area 3	(242) ¹	(529) ¹
Mitigation of using Lane Field Office Parking (Weekend Only)	0	300
Mitigation of building 150 Space Parking Lot or providing 150 dedicated Public Spaces at Lane Field or in future Parking Structure on Lane Field.	150	150
Mitigation of using 92 Spaces from Area 4	92	92
<i>Surplus within Area 3</i>	<i>0</i>	<i>13</i>
Area 4		
Future Surplus within Area 4	222 ¹	198 ¹
Mitigation for Area 3 of using 92 Spaces from Area 4	(92)	(92)
<i>Surplus within Area 4</i>	<i>130</i>	<i>106</i>
Summary		
Total Surplus/(Deficit)	95 ¹	(276) ¹
Total Mitigation	200	500
TOTAL PARKING SURPLUS WITH MITIGATION	295	224

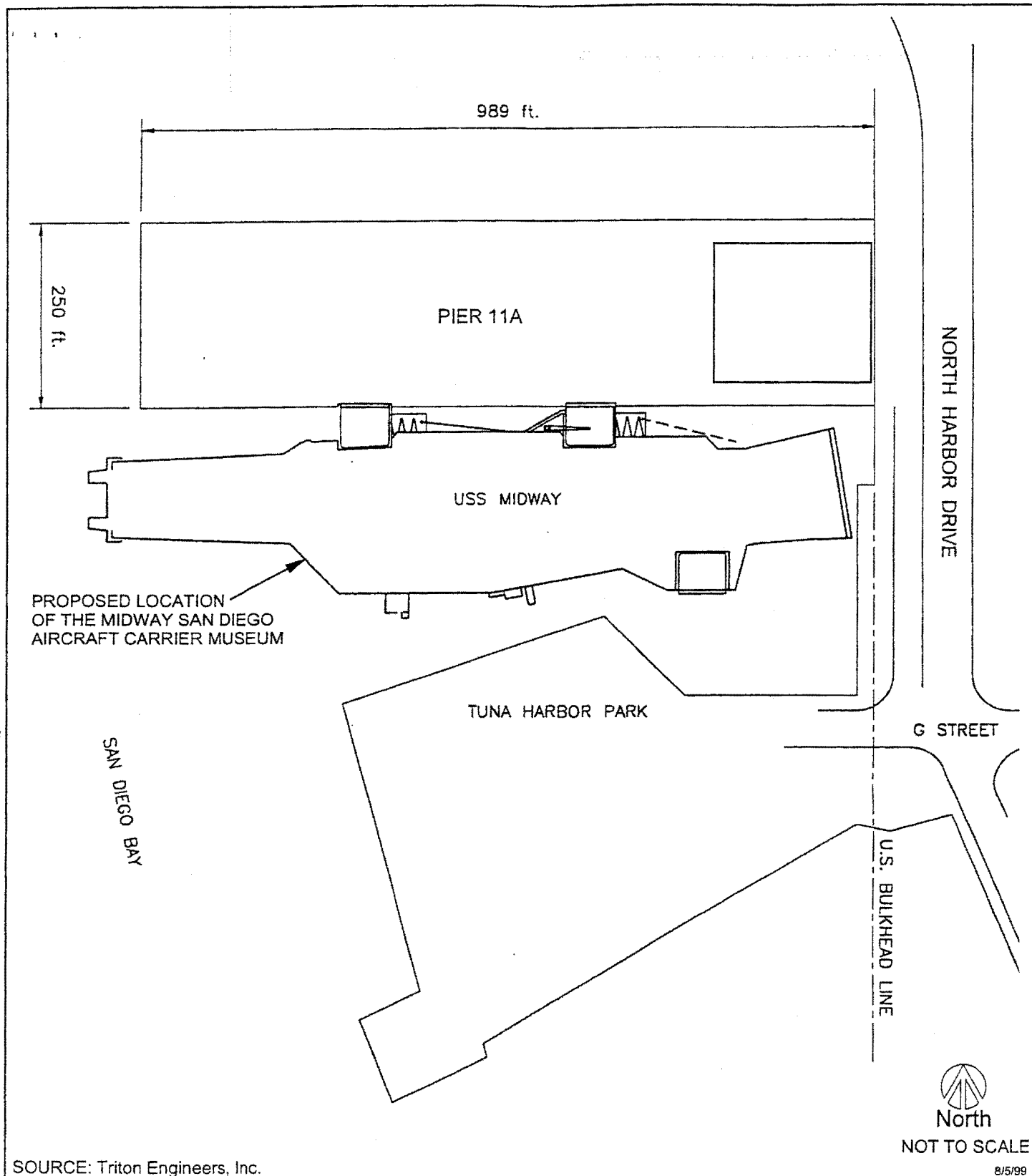
Source: LLG Engineers, 1999. ¹From Table 3.



REV. 10/14/99
 898PARK.DWG

Figure 1
 STUDY AREA AND PROJECT LOCATIONS





BRG CONSULTING, INC.

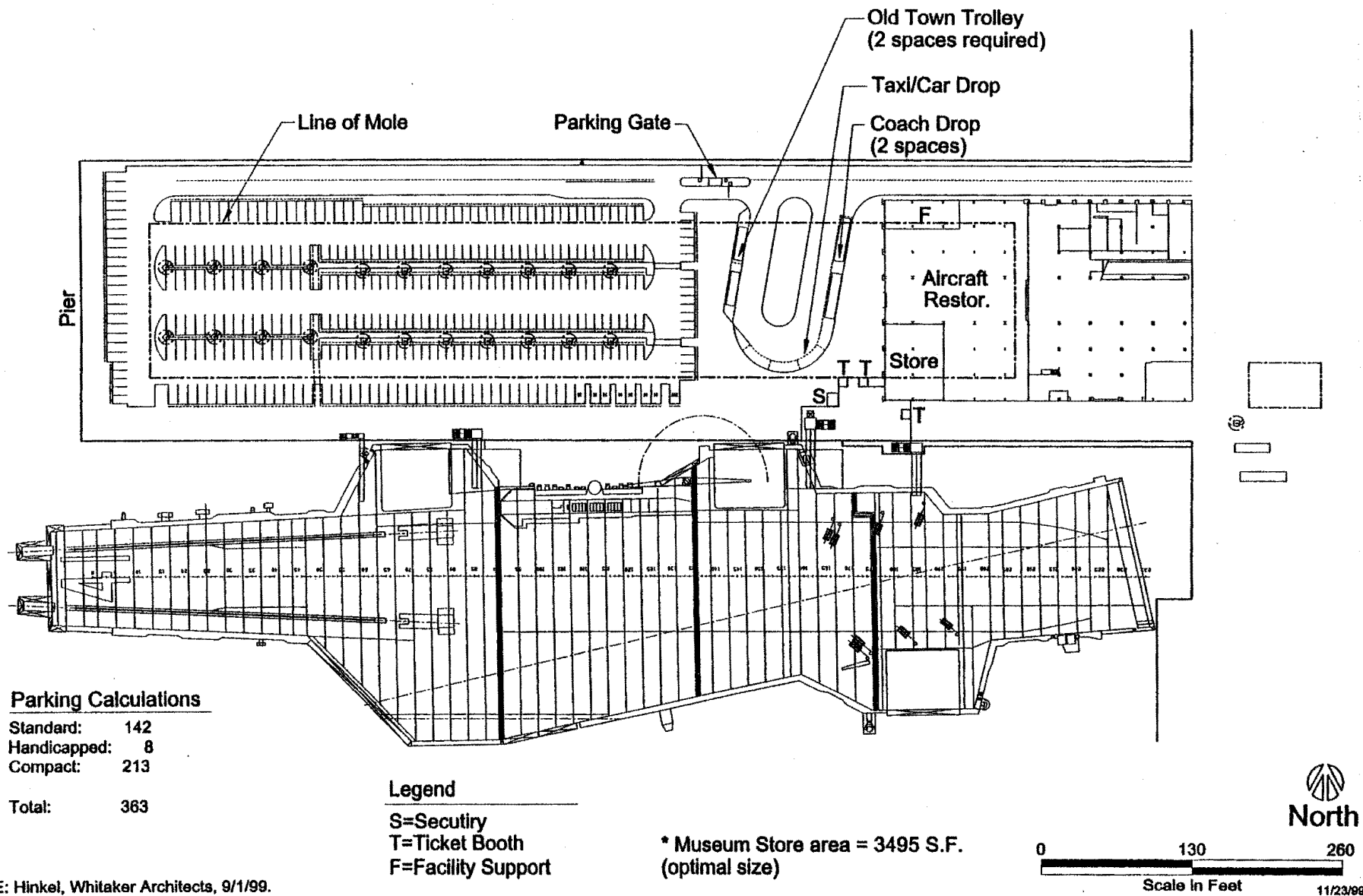
North Embarcadero Alliance Visionary Plan MEIR

The Midway Location Map

FIGURE

3.3-5

Exhibit #5
PMPA #27
Midway Location



North Embarcadero Alliance Visionary Plan MEIR

Midway and Parking Lot Layout

FIGURE
3.3-6

BRG CONSULTING, INC.

LEGEND

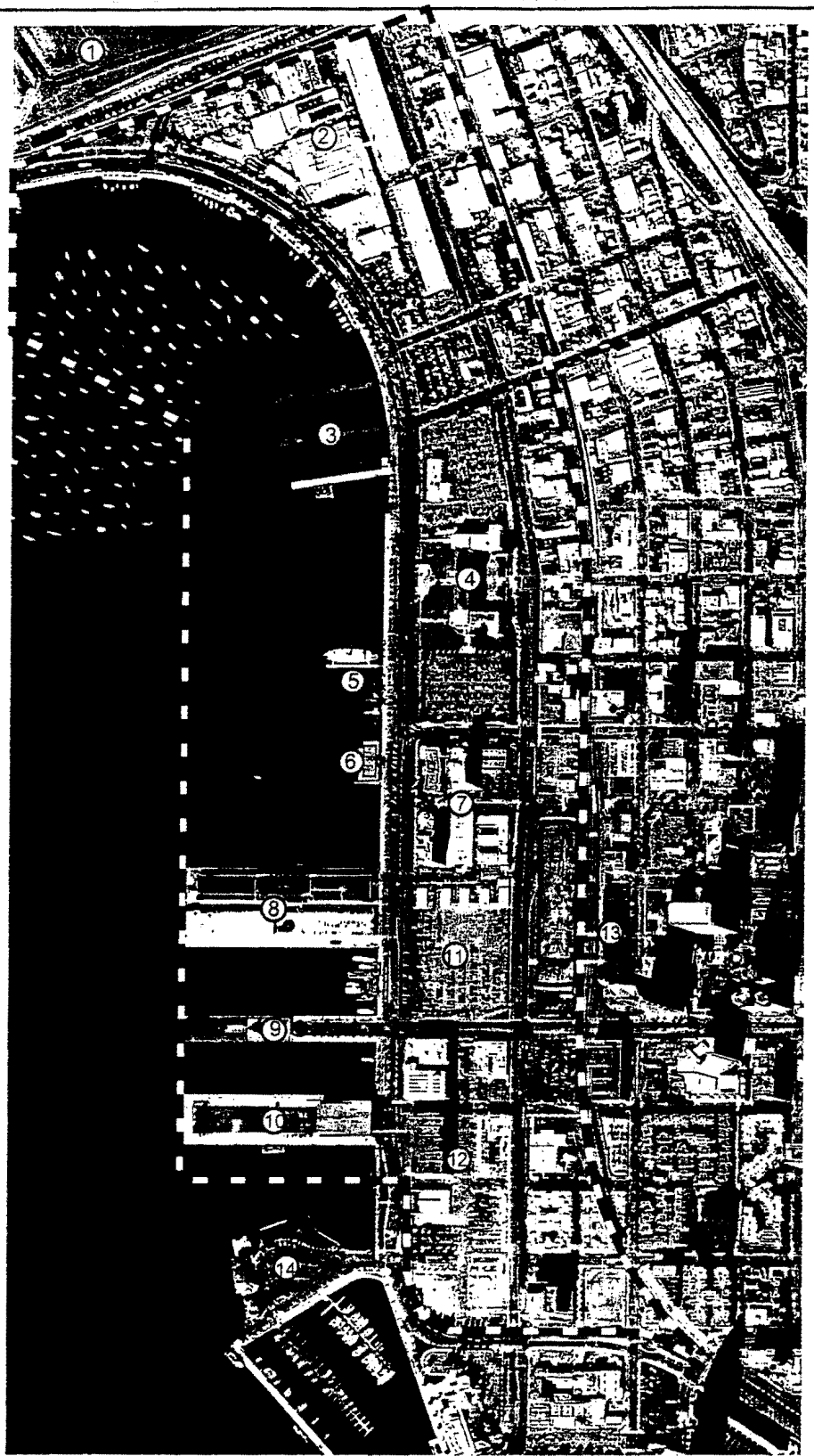
- 1 San Diego International Airport
- 2 Solar Turbines
- 3 Grape Street Piers
- 4 County Administration Building
- 5 Maritime Museum
- 6 Anthony's Fish Grotto
- 7 Holiday Inn
- 8 B Street Pier
- 9 Broadway Pier
- 10 Pier 11A
- 11 Lane Field
- 12 U.S. Navy
- 13 Santa Fe Depot
- 14 G Street Mole



North

NO SCALE

SOURCE: BRG Consulting, Inc., 1999.
BASE PHOTO: Aerial Fotobank, Inc., 1/4/99.



8/2/99



BRG CONSULTING, INC.

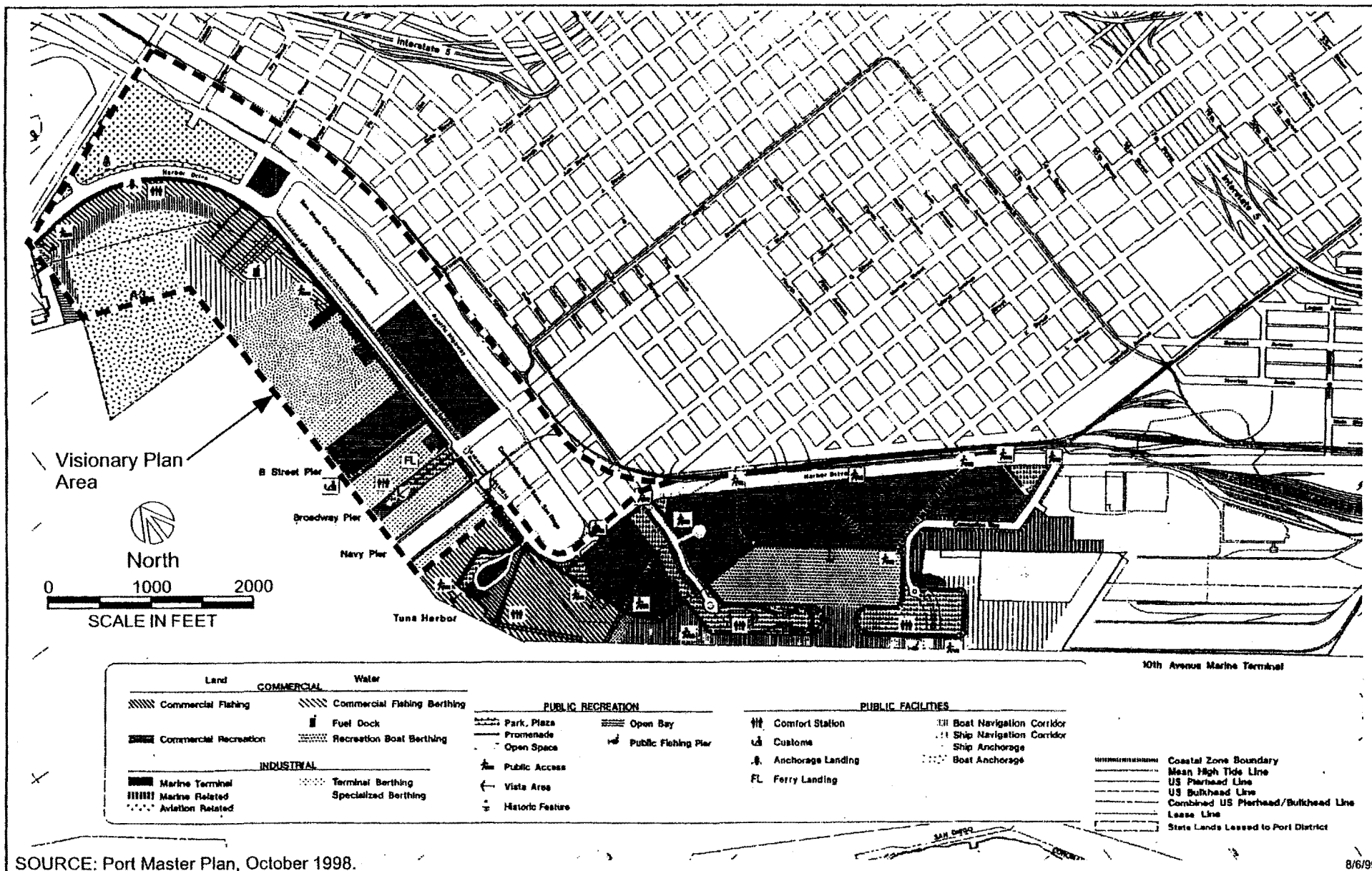
North Embarcadero Alliance Visionary Plan MEIR

Existing Surrounding Land Uses

FIGURE

4.3-2

Exhibit #7
PMPA #27
Existing Land Uses



SOURCE: Port Master Plan, October 1998.

8/6/99

Existing Plan
PMPA #27
Exhibit #8



North Embarcadero Alliance Visionary Plan MEIR

Centre City Embarcadero Precise Plan (Planning District 3)

FIGURE
4.3-3

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0001
(916) 319-2078
FAX (916) 319-2178

Assembly California Legislature

HOWARD WAYNE
ASSEMBLYMEMBER, 78TH DISTRICT

CHAIR:
NATURAL RESOURCES

MEMBER:
HEALTH
INSURANCE
WATER, PARKS AND WILDLIFE
VETERANS AFFAIRS

DISTRICT ADDRESS
1650 FRONT STREET, SUITE 6013
SAN DIEGO, CA 92101
(619) 234-7878
FAX (619) 233-0078

howard.wayne@assembly.ca.gov

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June 14, 2000

JUN 20 2000

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

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JUN 14 2000

CALIFORNIA
COASTAL COMMISSION



Sara Wan
Chair, California Coastal Commission
46 Fremont Street #2000
San Francisco, CA 94105

Dear Ms. Wan:

It is my pleasure to support the San Diego Aircraft Carrier Museum's efforts to bring the USS Midway to San Diego as a permanent aircraft carrier museum. The United States Navy has made countless contributions to our San Diego community. The USS Midway Naval Aircraft Carrier Museum is an ideal and appropriate way for our community to recognize and pay tribute to its historic military presence.

The USS Midway is a ship rich with history and was in service from World War II to the Gulf War. The proposed complement of historic naval fighters, bombers, and interpretive exhibits will make the USS Midway a popular destination for San Diego's residents and visitors alike. The museum would serve also as an educational opportunity for San Diego's school children. Additionally, the museum has strong opportunities for financial success for use by social groups and convention receptions.

I respectfully request your close consideration of the San Diego Aircraft Carrier Museum's efforts to bring the USS Midway to San Diego as a permanent historic museum. This is an invaluable opportunity to celebrate San Diego's military history and I thank you for your consideration. If I may be of any assistance, please do not hesitate to call me at 619-234-7878.

Sincerely,

Howard Wayne

HOWARD WAYNE
Assemblymember
78th District

HW/gh

Exhibit #9
PMPA #27
Letters of Support

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

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OCT 16 2000

AG 260, LEG 460 (PC 30100)

September 28, 2000

CALIFORNIA
 COASTAL COMMISSION
 SAN DIEGO COAST DISTRICT
 California Coastal Commission
 3111 Camino Del Rio North, #200
 San Diego, CA 92108

Dear Members of the California Coastal Commission:

Subject: NORTH EMBARCADERO ALLIANCE VISIONARY PLAN

The North Embarcadero Visionary Plan proposes to redevelop existing areas within the North Embarcadero with a variety of uses and amenities that will attract people to the downtown San Diego waterfront. Access to this redevelopment area is critical to the success of the project. There is currently a high level of public transit service, both bus and light rail, to the North Embarcadero area—and we envision more transit service as the area redevelops.

As a result, public transit can, and will have to, play a significant role in providing access to the North Embarcadero redevelopment plan. When the North Embarcadero Alliance Visionary Plan item comes before the Coastal Commission, we are requesting that the Commission endorse incorporation of transit facilities and services into the North Embarcadero Project.

The San Diego Metropolitan Transit Development Board (MTDB) has been working with the North Embarcadero Alliance to ensure that facilities for public transit, particularly bus terminal facilities within the plan area, are integrated into the North Embarcadero Visionary Plan. Currently, 23 bus routes, the San Diego Trolley, and the Coaster Commuter Rail directly serve the North Embarcadero Plan area. These services radiate out from the waterfront and travel throughout the region. Many of these routes serve outlying park-and-ride facilities that could be used as remote parking for Embarcadero redevelopment, negating the need for expansive parking facilities in the Embarcadero area. Since 18 of the 23 routes serving the area terminate there, full accommodation of bus terminal facilities (either on- or off-street) will need to be part of the Visionary Plan design.

Integration of transit into the plan and redevelopment project will provide a viable alternative to the automobile for access to the Embarcadero and can help address parking and traffic issues associated with the Plan. In the past, the Coastal Commission has shown an interest in promoting alternative modes of transportation to coastal areas to reduce traffic and parking impacts and to provide public access to the coastal resources. Ensuring and promoting public transit in the North Embarcadero redevelopment area will support the Coastal Commission's access and coastal preservation goals.

California Coastal Commission
 September 28, 2000
 Page 2

We are looking forward to working with the North Embarcadero Alliance to incorporate transit facilities into the Visionary Plan to support access to the area. We therefore seek Coastal Commission endorsement of transit as a viable and necessary component of the North Embarcadero Visionary Plan.

Sincerely,



Leon Williams
 Chairman

BStoke
 L-COASTALCOM.TBATES

cc: North Embarcadero Visionary Plan Alliance
 Alexandria Elias, CCDC

17161 Alca Rd. #711
San Diego, CA 92127
September 3, 2000

California Coastal Commission
San Diego District Office
7575 Metropole Dr., Suite 103
San Diego, CA 92108-4402

Subject: Cruise Ship Emissions

RECEIVED
SEP 04 2000
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Dear Commissioners,

This is an addendum to our July 9, 2000 comment letter on the North Embassadors Visionary Plan.

We are concerned about emissions from large cruise ships that dock at the North Embassadors.

The EPA has determined that the largest type of engine known as Category 3 engine contributes substantial air pollution.

Earthjustice, in their Spring 2000 newsletter states "Ships in San Diego emit 17 percent of the oxides of nitrogen (NO_x) on a summer day and yet they remain unregulated."

We urge you to consider the health of citizens in San Diego and prohibit Category 3 engine cruise ships from the Cruise Ship Terminal project in the North Embassadors Visionary Plan.

Thank you for your attention.

Sincerely,

Cathy Leary/John Laury

Environmental Health Coalition

COALICION de SALUD AMBIENTAL

1717 Kettner Blvd., Suite 100 ♦ San Diego, CA 92101 ♦ (619) 235-0281 ♦ FAX: (619) 232-3670
ehc@environmentalhealth.org ♦ www.environmentalhealth.org



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SEP 1 5 2000

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SEP 1 3 2000

CALIFORNIA
COASTAL COMMISSION

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Sept 7, 2000

Chairman Sara Wan and Coastal Commissioners
California Coastal Commission
45 Fremont Street
San Francisco, CA 94104

By Fax to District Office

RE: EHC opposition to approval of location of the USS Midway in San Diego Bay as part of the North Embarcadero Visionary Plan.

Dear Commissioners:

Environmental Health Coalition (EHC) wishes to communicate our strong opposition to the location of the USS Midway carrier in San Diego Bay as part of the North Embarcadero Visionary Plan. We request that this element of the project be removed prior to adoption for reasons listed below.

The USS Midway is "fill" of at least four more acres of San Diego Bay and impacts many more.

The Midway Museum satisfies the definition of "fill material" under both the regulations of the Corps and EPA. "Fill material" is material used for the primary purpose of replacing an aquatic area with dry land in the waters of the United States. 33 C.F.R. § 323.2(e), 40 C.F.R. 232.2. Without a doubt, San Diego Bay is a water of the United States and therefore falls within the scope of section 404 and its implementing regulations. The project's primary purpose is to replace a large acreage of the bay with the Midway carrier. The large acre deck will overhang and impact more bay area. Since the Midway Museum would be moored at the Navy Pier, it would become a permanent structure in the bay. The proposed museum does not fall within any of the exemptions under section 404(f) of the Clean Water Act. In addition, the museum is not a federal project and is therefore not exempted under section 404(r). It is being donated by the Navy to a private, nonprofit group and falls within section 404. It should also be viewed as fill by the Coastal Commission.



The Midway is an unnecessary fill of San Diego Bay.

The amount of fill that has occurred in San Diego Bay in the last few years is alarming. Over 14 acres of San Diego Bay have been filled in the past 3 years due to construction of two nuclear carrier piers and additional proposals, (the National City Marine Terminal Improvements project and perhaps the Cruise Terminal pier to name just two), are pending to fill even more of the Bay for maritime uses. We understand that there is a concept for mitigation of this project, but the US Fish and Wildlife Service has indicated to us that they have not seen details on or approved a plan at this time. We would assume that it must include animal predator control funds for the life of the project and mitigation site as well as the restoration.

Overall, we support the development of comprehensive land use plans to guide redevelopment of areas around San Diego Bay. We particularly supports those projects which promote public open space, view corridors, pedestrian-oriented activities on the waterfront, and are designed to minimize impacts to habitat, air and water quality. This project does not meet those criteria. Instead, it results in a loss of more acres of open water and foraging area for birds, obstructed views of the bay, added cumulative traffic impacts, inadequate parking to accommodate its visitors, PCB and asbestos contamination threats, and additional losses of deep-water berthing.

As is well-known by the Commission, there are already three aircraft carriers to be located in San Diego Bay. This is enough. There is no need or justification for any more. The working carriers will allow visitations and public access on a regular basis. A Navy museum does not have to be in a facility that fills the Bay or adds additional traffic to an already very congested area.

Water quality impacts raised in the environmental review stage are not adequately addressed in the final EIR.

Unlike all of the other projects in the North Embarcadero Plan that will receive additional specific plan environmental review, this is the **final** environmental review level for the Midway museum. In spite of this, the Port approved a plan that in response to concerns of environmental groups about runoff in vague, non-committal terms. In response to concerns by the environmental community about polluted runoff impacts, the responses state "*Although no specific design has been completed to date, it is anticipated that "first flush" runoff from the pier will be collected and treated. The exact method of collection and treatment has yet to be determined....*" (Response #94). This is not acceptable and does not assuage us that this issue has been or will be properly dealt with. The Coastal Commission should not accept this non-plan as adequate to protect water quality from carrier and parking lot runoff. We would not let any other dischargers get away with this. The same standard of review should apply to the Midway developers.

The reliance on the Navy to "...*assess the adequacy and enforce the Stormwater*

Pollution Prevention Plan. " should give you no comfort at all. Under what authority? The Navy is not a co-permittee under the municipal stormwater permit. If this is not a Navy project, as is often claimed, why is the Navy the top regulator according to this document? We restate and reaffirm our concerns listed in our comment letter regarding hazardous materials use, PCB and asbestos abatement, and polluted runoff here.

Project causes unmitigated, permanent loss of deep water berthing

San Diego Bay is a multi-use water resource. Maritime operations and an active cruise ship industry are important parts of that multi-use. This project causes additional losses of deep water berthing potential in San Diego Bay. This loss has a significant cumulative impact especially when combined with other losses in deep water berthing, most notably the deep water in front of Campbell's Shipyard, and should be avoided.

The fiscal impacts of this project should not be ignored.

The Coastal Commission should seek a guarantee that the Midway will be able to pay for itself, and its mitigation requirements, for the life of the project. The financial picture of operating a carrier museum is far more complex than the materials indicate. Generally the public will not come to see an "empty" vessel. Top class exhibits will have to be installed which can run into a very significant expense. Further, to generate adequate revenue and visitor ship the exhibits must be changed to encourage repeat visits--again at additional cost. We do not want to end up with a rusting, city-sized vessel in our Bay or an expensive money pit that draws funds from other institutions in our region. This issue was so significant at a recent City Council hearing that close to a majority of the Council voted that additional environmental and fiscal analysis should be done for this project.

We are very concerned that the Midway Museum will eventually become a financial burden on the public and could undermine existing institutions (such as the Maritime Museum), as well as environmental protection initiatives and mitigation requirements. We urge the Commission to demand evidence and agreements in-hand that full, committed funding with a renewing resource exists before this is approved. Please remember that the fiscal liability for the project relates to the developers' ability to meet their mitigation requirements, maintenance, and long-term predator control. If money is short, the Coastal Commission should be concerned that the first thing to go will be funding for the mitigations requirements.

The Midway will cause unacceptable impacts to traffic and circulation.

Even if only partially successful, the Midway would contribute to a significant cumulative impact to I-15 and I-5 ramps, as well as significant parking increases, and these are unmitigated. This added traffic, congestion, and parking poses a potential increase in vehicle-related pollutants in areal fallout and runoff entering the Bay. Neither the areal fallout of PAHS from increased traffic nor the cumulative parking impacts (in addition to the parking impacts from just the Pier 11A parking facility) were adequately mitigated in the MEIR, despite the fact that the Bay is

impaired for PAHs and a TMDL is being developed for PAHs.

Impacts to Brown Pelican not addressed


The significant impact identified is the loss of approximately four acres of foraging habitat used by California least terns and brown pelicans at the Midway site. As we understand it, the proposed mitigation plan does nothing to mitigate impacts to Brown Pelicans.

Conclusion

California does not need a second carrier museum. The environmental impacts of the proposed Midway Museum outweigh any potential benefits of bringing the carrier to San Diego Bay. The tourists that will be attracted to this area by the North Embarcadero Alliance Visionary Plan can only benefit from an unobstructed view of San Diego Bay, a view that is not blocked by the carrier. San Diego Bay is small by most California bay standards. It already hosts one sixth of the U.S. Navy and will host three nuclear carriers. The Bay will suffer **significant** impacts from those operations as well. Please do not allow more of the Bay to be lost to this project. It is unnecessary, unmitigable, and unwanted.

Thank you for your consideration of our comments.

Sincerely,


Laura Hunter, Director
Clean Bay Campaign

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MAY 11 2000

May 4, 2000

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

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MAY - 9 2000

CALIFORNIA
COASTAL COMMISSION

Ms. Sara Wan, Chairman
California Coastal Commission
46 Fremont Street #2000
San Francisco, CA 94105

Dear Ms. Wan:

There is a great deal of publicity concerning the proposal before the California Coastal Commission to place the Midway aircraft carrier at the Navy's pier off Harbor Drive. I am aware that there is a certain level of controversy concerning this proposal with the Environmental Health Coalition and the Audubon Society in opposition.

I am quite certain, based on my years as a biologist with the U.S. Navy (now retired) that the U.S. Fish and Wildlife Service, National Marine Fisheries Service, U.S. Army Corps of Engineers and the California Department of Fish and Game are likely to consider this placement as equivalent to a fill. I have been involved in several projects for which the Navy has had to provide in-kind and in-place mitigation. I refer especially to the two nuclear carrier projects that have recently been accomplished or in the news. I do understand that a number of other projects have been required to provide similar mitigation.

As Chairman of the Technical Oversight Committee to the San Diego Bay Integrated Natural Resources Management Plan, I am opposed to any reduction in the surface area of San Diego Bay and assure you that the Committee in general and the Plan support the position that continued bay surface area reductions should not be allowed.

I request, therefore, that the California Coastal Commission require, at a minimum, that the project proponents provide an equivalent acreage of in-kind and, to the degree possible, in-place mitigation for the Midway project. I recall, for example, that the Navy had to create approximately 14 acres (planted with eelgrass) from upland fill at Naval Air Station North Island to mitigate for loss of a 14 acre water column as part of the first CVN carrier project (for the Stennis). There is no legitimate reason why the Midway proponents should be held to any lesser standard. It would be a benefit to the Bay for the Coastal Commission to require a mitigation ratio of more than 1:1. The Bay, which has been reduced by 1/3 over the last 100+ years, can only benefit from wisely planned mitigation that restores and enhances its sensitive habitats.

Sincerely,



JERRY R. BOGGS, Chairman
Technical Oversight Committee
San Diego Bay Integrated Natural
Resources Management Plan

Senior Natural Resources Program Manager
The Environmental Trust

Cc: Capt. R.L. Phillips
Naval Facilities Eng. Command

Eileen Maher
Port District of San Diego

Western Insulation Inc.

RESIDENTIAL CONTRACTING



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License # 481278

May 2, 2000

Port District Board of Commissioners
3165 Pacific Highway
San Diego, CA 92101

Subject: Midway Aircraft Carrier Museum

Commissioners:

I am adamantly opposed to parking this 50-year old gray piece of junk on our waterfront near the County Administration Building.

San Diego is a modern city and parking a 50-year old dinosaur where it will block the boardwalk and bay view will be disastrous. In no way will it promote the beauty of this city.

Is this the lasting impression San Diego wants to leave with tourists? I don't think so!

Vote NO!

Sincerely yours,

Hal Moore
Chairman and C.E.O.

HM/gv

cc: Union Tribune
City Council Members
Mayor Golding
California Coastal Commission

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MAY 04 2000

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT



THE CITY OF
SAN DIEGO

VALERIE STALLINGS
COUNCILMEMBER
SIXTH DISTRICT

May 19, 2000

Coastal Commission
3111 Camino Del Rio North #200
San Diego, CA 92108

Dear Coastal Commissioners:

I am writing to state my long-standing position regarding the plan to bring the aircraft carrier Midway to San Diego. I do not oppose the Midway Museum, but have never supported the proposed location.

Because a waterfront promenade along the bay will be a wonderful addition to the San Diego lifestyle, I support this concept in the North Embarcadero Visionary Plan. The plan emphasizes enhanced access to the Bay by providing pedestrian amenities that combine to promote human-scale activities. The addition of public access improvements proposed by the Visionary Plan would create a continuous stretch of public open space and pedestrian-oriented activities connected by a landscaped esplanade from Laurel Street to Market Street.

The Midway project is not compatible with the proposed Promenade because of the potential impacts to the existing public views of the bay related to the size and scale of the Midway (1,000 feet long with a control tower that is 190 feet tall measured from the waterline). Because the overriding urban design goal of the Port Master Plan and Centre City Community Plan is to preserve views to the Bay, I have not and will not support the proposed location for the Midway Museum.

Sincerely,

Valerie Stallings
City Councilmember

cc: Port Commissioners

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MAY 24 2000

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Photograph Guide

Red balloons represent the height of the flight deck of the Midway

1. Looking West from Harbor Drive across from the proposed Midway location.
2. Looking Northwest towards site from Harbor Drive between G Street Mole/Tuna Harbor Park and Navy Pier.
3. Looking Northwest from sidewalk between G Street Mole/Tuna Harbor Park and Navy Pier
4. Looking Northwest towards project site from eastern edge of Tuna Harbor Park
5. Looking North from memorial at Tuna Harbor Park

Exhibit #11

Port Master Plan Amendment #27
North Embarcadero Redevelopment
Photographs of Midway Site
Page 1 of 6







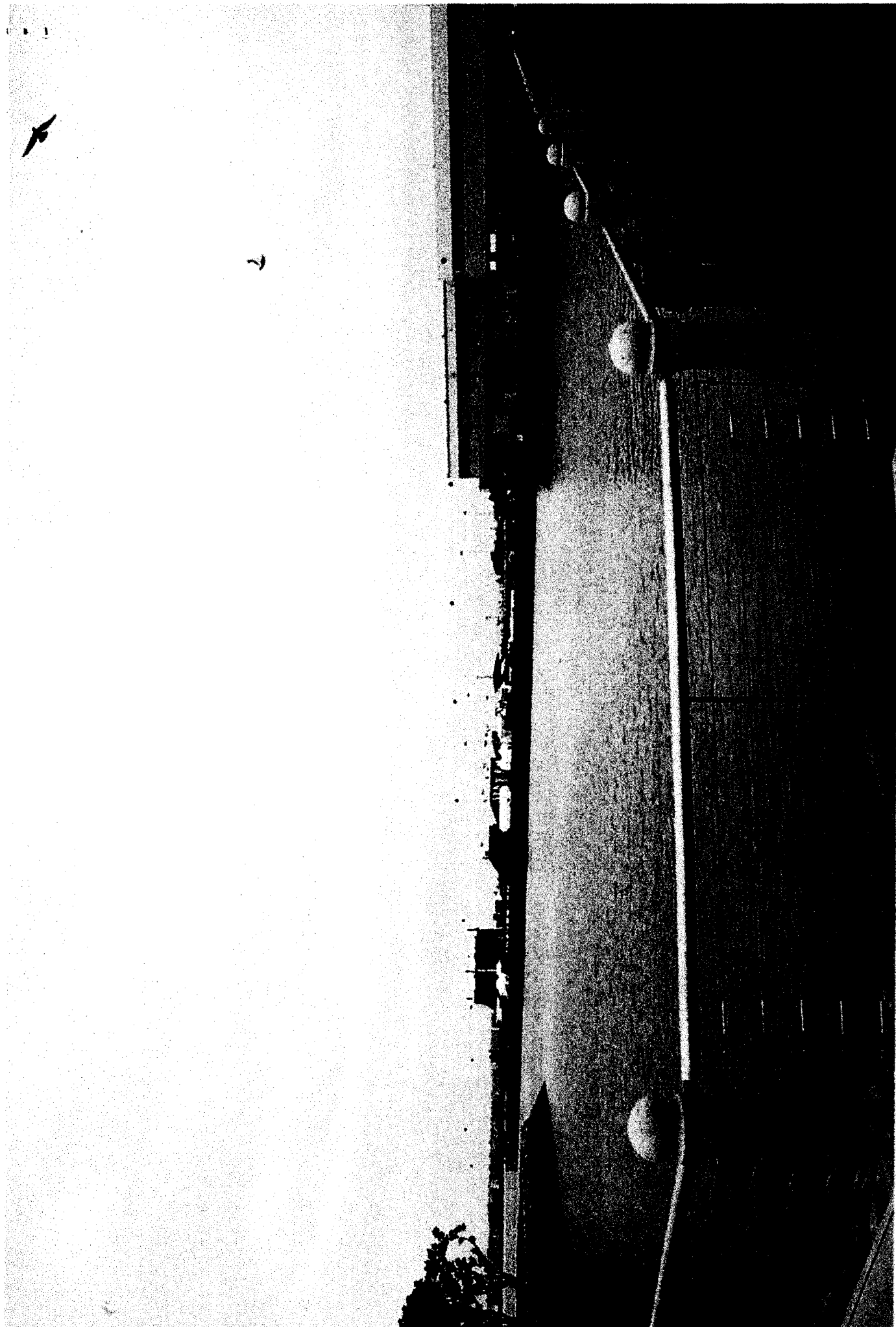








7







2.1



2.1