

CALIFORNIA COASTAL COMMISSION

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**RECORD PACKET COPY**

December 21, 2000

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TO: COMMISSIONERS AND INTERESTED PERSONS

FROM: DEBORAH LEE, SOUTH COAST DEPUTY DIRECTOR
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DIANA LILLY, COASTAL PROGRAM ANALYST, SAN DIEGO AREA OFFICE

**SUBJECT: STAFF RECOMMENDATION ON CITY OF SAN DIEGO MAJOR LOCAL
COASTAL PROGRAM AMENDMENT #4-2000 (CENTRE CITY—NORTH
EMBARCADERO OVERLAY DISTRICT)**

SYNOPSIS**SUMMARY OF AMENDMENT REQUEST**

The proposed amendment involves changes to the Centre City Community Plan, the Centre City Planned District Ordinance (PDO) and the Marina PDO. The changes to the Centre City Community Plan and PDO include creation of a new "North Embarcadero Overlay District" within the existing Waterfront district. The new overlay, which applies to the area bayward of California Street, will serve as the geographic boundary within which new design guidelines and height limitations will be applied, and where parking maximums will be removed and minimum parking requirements for hotel office, residential, restaurant and retail uses will be established. Other proposed changes include revisions to allowable setbacks and setbacks, the removal of Pacific Highway as a view corridor, and the designation of Ivy Street as a view corridor.

The only change in land use proposed is the addition of "Research and Development Services" and "Wholesaling, Distribution & Storage" as permitted uses in the existing Recreation/Visitor/Marine Land Use District. The amendment also includes minor updates and corrections to the existing plan language.

Only one change is proposed to the Marina PDO; the plan would limit heights on the block between Harbor Drive, G Street, Kettner Boulevard and California Street, to 500 feet. Currently, the height limit on this block is 120 feet with exceptions to the height limit permitted under certain conditions where the height could be increased without any maximum. The proposed change would add an upper limit of 500 feet to the height exception.

The proposed changes to the Centre City Community Plan and PDO are intended to implement the North Embarcadero Visionary Plan. The North Embarcadero Visionary Plan 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. While the proposed amendment is intended to implement the Visionary Plan's design concepts and goals, the Visionary Plan itself has not been incorporated into the LCP and would not be the standard of review for coastal development permits issued by the City.

The effect of the proposed amendment will be limited, as the majority of the land in Centre City within the coastal zone, including the land along the waterfront, is not under the coastal permit authority of the City of San Diego. Those areas west of Pacific Highway are within the jurisdiction of the Port of San Diego and are covered by the certified Port Master Plan. A limited area is within the federal government's jurisdiction (Broadway Complex and Navy Pier), and the County Administration Center was excluded from the City's LCP and remains within the coastal permit jurisdiction of the Commission. Thus, the only area within the City's permit jurisdiction covered by the subject LCPA is the one to two-block wide, approximately 2 mile long area bounded by Harbor Drive on the south, Pacific Highway on the west, Laurel Street to the north, and Kettner Boulevard to the east as far north as Ash Street, and then California Street north of Ash Street (see Exhibit 1).

Although the City's coastal permit jurisdiction covers only a few blocks, the entire waterfront is shown in the City's LCP and given land use designations for planning purposes. Port Master Plan Amendment (PMPA) #27, which proposes redevelopment of the North Embarcadero area, has been scheduled on the same agenda as the subject LCPA. The subject LCPA is intended to update the City's LCP consistent with the proposed Port Master Plan Amendment #27.

SUMMARY OF STAFF RECOMMENDATION

Staff is recommending denial of the Community Plan and PDOs as submitted, then approval with suggested modifications. The amendment is generally consistent with the goals of the coastal act regarding the protection of public views and public access and recreation. However, suggested modifications have been added to ensure the amendment is consistent with the proposed Port Master Plan Amendment #27 (which is the standard of review for the majority of the North Embarcadero Overlay District), with the existing Marina PDO, and with the Commission's previous action on the County Administration Center. Language has been added to the Community Plan that indicates that the removal of any parking on Navy Pier and the conversion of the Pier to a Memorial Park is a goal for the North Embarcadero District. Other suggested modifications revise the proposed changes to building setbacks to ensure scenic view corridors are protected, and to maintain Pacific Highway as a designated view corridor. Finally, one suggested modification has been added to remove "Research & Development" services as a permitted use in the Recreation/Visitor/Marine land use district, to ensure that visitor-serving uses remain a priority in the North Embarcadero Overlay District.

The appropriate resolutions and motions begin on page 4. The suggested modifications begin on page 7. The findings for denial of the Land Use Plan Amendment as submitted begin on page 10. The findings for approval of the plan, if modified, begin on page 16. The findings for denial of the Implementation Plan Amendment as submitted begin on page 18. The findings for approval of the plan, if modified, begin on page 21.

ADDITIONAL INFORMATION

Further information on the City of San Diego LCP amendment 4-2000 may be obtained from Diana Lilly, Coastal Planner, at (619) 767-2370.

PART I. OVERVIEW

A. LCP HISTORY

The City of San Diego has a long history of involvement with the community planning process; as a result, in 1977, the City requested that the Coastal Commission permit segmentation of its Land Use Plan (LUP) into twelve parts in order to have the LCP process conform, to the maximum extent feasible, with the City's various community plan boundaries. In the intervening years, the City has intermittently submitted all of its LUP segments, which are all presently certified, in whole or in part. The earliest LUP approval occurred in May 1979, with others occurring in 1988, in concert with the implementation plan. The final segment, Mission Bay Park, was certified in November 1996.

When the Commission approved segmentation of the LUP, it found that the implementation phase of the City's LCP would represent a single unifying element. This was achieved in January 1988, and the City of San Diego assumed permit authority on October 17, 1988 for the majority of its coastal zone. Several isolated areas of deferred certification remained at that time; some of these have been certified since through the LCP amendment process. Other areas of deferred certification remain today and are completing planning at a local level; they will be acted on by the Coastal Commission in the future.

Since effective certification of the City's LCP, there have been numerous major and minor amendments processed. These have included everything from land use revisions in several segments, to the rezoning of single properties, and to modifications of citywide ordinances. While it is difficult to calculate the number of land use plan revisions or implementation plan modifications, because the amendments often involve multiple changes to a single land use plan segment or ordinance, the Commission has reviewed a significant number of both land use plan revisions and ordinance amendments. Most amendment requests have been approved, some as submitted and some with suggested modifications; further details can be obtained from the previous staff reports and findings on specific amendment requests.

B. STANDARD OF REVIEW

The standard of review for land use plans, or their amendments, is found in Section 30512 of the Coastal Act. This section requires the Commission to certify an LUP or LUP amendment if it finds that it meets the requirements of Chapter 3 of the Coastal Act. Specifically, it states:

Section 30512

(c) The Commission shall certify a land use plan, or any amendments thereto, if it finds that a land use plan meets the requirements of, and is in conformity with, the policies of Chapter 3 (commencing with Section 30200). Except as provided in paragraph (1) of subdivision (a), a decision to certify shall require a majority vote of the appointed membership of the Commission.

Pursuant to Section 30513 of the Coastal Act, the Commission may only reject zoning ordinances or other implementing actions, as well as their amendments, on the grounds that they do not conform with, or are inadequate to carry out, the provisions of the certified land use plan. The Commission shall take action by a majority vote of the Commissioners present.

C. PUBLIC PARTICIPATION

The City has held Planning Commission and City Council meetings with regard to the subject amendment request. All of those local hearings were duly noticed to the public. Notice of the subject amendment has been distributed to all known interested parties.

PART II. LOCAL COASTAL PROGRAM SUBMITTAL - RESOLUTIONS

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

I. Land Use Plan Denial as Submitted

MOTION: *I move that the Commission certify the Land Use Plan for the City of San Diego LCPA #4-2000 as submitted by the City of San Diego.*

STAFF RECOMMENDATION OF DENIAL:

Staff recommends a **NO** vote. Failure of this motion will result in denial of the land use plan as submitted and adoption of the following resolution. The motion to certify as submitted passes only upon an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION TO DENY CERTIFICATION OF THE LAND USE PLAN AS SUBMITTED:

The Commission hereby denies certification of the Land Use Plan submitted for the City of San Diego LCPA #4-2000 and adopts the findings set forth below on grounds that the land use plan as submitted does not meet the requirements of and is not in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the land use plan 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 land use plan as submitted.

II. Land Use Plan Certification with Suggested Modifications

MOTION: *I move that the Commission certify the Land Use Plan for City of San Diego LCPA #4-2000 as submitted by the City of San Diego if modified as suggested in this staff report.*

STAFF RECOMMENDATION TO CERTIFY IF MODIFIED:

Staff recommends a **YES** vote. Passage of this motion will result in certification of the land use plan with suggested modifications and adoption of the following resolution and findings. The motion to certify with suggested modifications passes only upon an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION TO CERTIFY THE LAND USE PLAN WITH SUGGESTED MODIFICATIONS:

The Commission hereby certifies the Land Use Plan for the City of San Diego LCPA #4-2000 if modified as suggested and adopts the findings set forth below on grounds that the land use plan with the suggested modifications will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the land use plan if modified as suggested 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 plan 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 land use plan if modified.

III. Implementation Plan Denial as Submitted

MOTION III: *I move that the Commission reject the Implementation Program for the City of San Diego LCPA #4-2000 as submitted.*

STAFF RECOMMENDATION OF REJECTION:

Staff recommends a YES vote. Passage of this motion will result in rejection of Implementation Program and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

RESOLUTION TO DENY CERTIFICATION OF THE IMPLEMENTATION PROGRAM AS SUBMITTED:

The Commission hereby denies certification of the Implementation Program submitted for the City of San Diego LCPA #4-2000 and adopts the findings set forth below on grounds that the Implementation Program as submitted does not meet the requirements of and is not in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the Implementation Program 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 Implementation Program as submitted.

IV. Implementation Plan Certification with Suggested Modifications

MOTION IV: *I move that the Commission certify the Implementation Program for the City of San Diego LCPA #4-2000 if it is modified as suggested in this staff report.*

STAFF RECOMMENDATION:

Staff recommends a YES vote. Passage of this motion will result in certification of the Implementation Program with suggested modifications and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

RESOLUTION TO CERTIFY THE IMPLEMENTATION PROGRAM WITH SUGGESTED MODIFICATIONS:

The Commission hereby certifies the Implementation Program for the City of San Diego LCPA #4-2000 if modified as suggested and adopts the findings set forth below on grounds that the Implementation Program with the suggested modifications will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the Implementation Program if modified as suggested 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 Implementation Program 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.

PART III. SUGGESTED MODIFICATIONS

Staff recommends the following suggested revisions to the proposed LCP Amendment be adopted. The underlined sections represent language that the Commission suggests be added, and the ~~struck-out~~ sections represent language that the Commission suggests be deleted from the language as originally submitted.

In the Centre City Community Plan:

1. Within the proposed **NORTH EMBARCADERO OVERLAY DISTRICT**, the following revisions shall be made to the second paragraph under the section titled *Places & Destinations*:

Broadway Landing – Broadway Landing is intended to be one of San Diego's most important civic spaces, commanding a prominent position at the foot of Broadway. Framed by the active edges of B Street, Broadway and Navy Piers, Broadway Landing is an expansive public space ~~that reaches from the grand oval-shaped landscaped park on the Bayfront Esplanade out over the water.~~ Broadway Landing is envisioned to include a public boardwalk lined with outdoor cafés, kiosks, and cultural attractions.

2. Within the proposed **NORTH EMBARCADERO OVERLAY DISTRICT**, the following revisions shall be made to the section titled *Navy Broadway Complex*:

Navy Broadway Complex

Situated on the waterfront of San Diego Bay, between Broadway and Market Street and Pacific Highway and Harbor Drive, the Navy Broadway Complex includes approximately 15 acres of downtown's most unique and sensitive real estate.

The Navy Broadway Complex functions as the headquarters for the Naval Supply Center, San Diego; the Commander, Naval Base, San Diego; as well as several other activities. The Complex consists of approximately 400,000 square feet of administrative offices and 600,000 sq.ft. of warehouse uses most of which were constructed between 1921 and 1944.

In 1982, the Navy reviewed a plan to provide a centralized, upgraded, and efficient administrative facility for many Navy installations in the San Diego area. This regional facility would require approximately one million square feet of Navy office space.

The Navy Broadway Complex site was selected to serve as this administrative facility because of its central location, available land area, location to the Navy Pier

(which will continue to operate a key military asset), and existing land constraints on area Navy operational bases.

The redevelopment program includes up to one million square feet of commercial, office, hotel and retail uses. Development of the Navy Broadway Complex is an important component of the development of the North Embarcadero District. Every effort should be made to conform to the guidelines and goals established in the plans for this district.

The Port Master Plan may allow for the docking of the aircraft carrier Midway on the south side of the Navy Pier to operate as a museum. Interim parking for the Midway may be located on Navy Pier; however, the ultimate goal for the area is to relocate any parking on the Pier to inland of Harbor Drive and convert the Pier into a public memorial park associated with the Midway museum. Relocation of the parking and conversion of the park should occur as part of the Navy's plan to vacate its use of Navy Pier prior to or concurrent with the redevelopment of the Navy Broadway Complex.

3. Figure 19, **VIEW CORRIDOR STREETS**, shall be revised to graphically depict Pacific Highway as a View Corridor Street from Date Street south to Pacific Highway's terminus (as shown on the existing Figure 19).
4. The **VIEW CORRIDOR** Exhibit that includes stepbacks and stepback elevations shall be revised as follows:

<u>STREET</u>	<u>STEPBACK</u>	<u>STEPBACK ELEVATION</u>
Ash – west of California	±5' 25'	30'-50'
A – west of California	±5' 25'	30'-50'
B – west of California	±5' 25'	30'-50'

In the Centre City Planned District Ordinance:

5. Section 103.1903 Boundaries and Applicable Districts shall be revised as follows:

This Division applies to all property located in the Centre City Community Planning Area shown in Figure 1 of Chapter X, Article 3, Division 19, except for lands within the jurisdiction of the San Diego Unified Port District which are subject to the provisions of the San Diego Port District Act, the Tidelands Trust and the California Coastal Act of 1976, the Navy Broadway Complex, the County Administration Center property (~~except in the case of private use of the property~~), and land within the jurisdiction of the Gaslamp Quarter Planned District Ordinance and Marina Planned District Ordinance codified in the San Diego Municipal Code as Chapter X, Article 3 Division 4 et seq., and Chapter X, Division 20 et seq., respectively.

6. Figure 1, **Centre City Planned District Boundary**, the legend for the County Administration Center shall be revised as follows:

~~Private Use of County Administration Center is subject to the PDO~~ (LCP Deferred Certification Area)

7. The proposed Figure 4, **Building Height-North Embarcadero**, shall be revised as follows:

The figure shall be revised to eliminate any height limits on lands not within the City of San Diego's coastal permit jurisdiction; that is, any area west of Pacific Highway.

8. The proposed Figure 9, **Waterfront District**, shall be corrected to include a graphic depiction of both the Waterfront District, as shown on the existing Waterfront District figure, and the new North Embarcadero Overlay District (as proposed).
9. Table II of Section 103.1915 **VIEW CORRIDORS**, shall be revised as follows to increase the setback on C Street west of California:

STREET	STEPBACK	STEPBACK ELEVATION
C	15'	50'
C – west of California	25'	50'

10. Table IV of Section 103.1925 **LAND USE CLASSIFICATIONS PERMITTED BY LAND USE DISTRICTS**, shall be revised as follows:

Under LAND USE CLASSIFICATIONS, **D. COMMERCIAL SERVICES**, the proposed "X" indicating that Research and Development Services is a "Permitted" use in the Recreation/Visitor/Marine Land Use District shall be deleted and the use shall remain designated a "Not Permitted" use.

In the Marina Planned District Ordinance:

11. After Section 103.2012(B)(2)(b)(1)(c) **Property Development Regulations**, Exceptions to Height Limits, the following Section (d) shall be added as follows:

(c) Heights designated one hundred twenty (120) feet or greater as illustrated in Figure 3 may be increased within a maximum height. Heights for buildings on the block bounded by Harbor Drive, G Street, Kettner and California Streets shall not exceed 500 feet.

(d) However, in no case shall exceptions to height limits exceed the heights shown on Figure 4, "Building Height—North Embarcadero" in the Centre City Planned District Ordinance.

PART IV. FINDINGS FOR DENIAL OF CERTIFICATION OF THE CITY OF SAN DIEGO LAND USE PLAN AMENDMENT, AS SUBMITTED

A. AMENDMENT DESCRIPTION

The proposed amendment is intended to implement the North Embarcadero Visionary Plan by making a number of changes to the Centre City Community Plan. Most of the changes to the Community Plan consist of replacing the existing exhibits in the plan with identical exhibits changing only the graphical representation of the waterfront area to show the proposed removal of three existing industrial piers and their replacement with a new public pier at Grape Street. This graphic change is consistent with the proposed Port Master Plan Amendment (PMPA) #27, which is being reviewed concurrently with the subject amendment by the Commission.

The area that is under the City's coastal permit jurisdiction is quite limited, consisting of the blocks bounded by Harbor Drive on the south, Pacific Highway on the west, Laurel Street on the north, and to the east, Kettner Boulevard as far north as Ash Street, and then California Street north of Ash Street (see Exhibit 1). However, for planning purposes, the entire waterfront is included in the City's LCP and given land use designations.

The amendment would create a new North Embarcadero Overlay that would be applied to the area west of California Street between Harbor Drive and Laurel Street. The overlay would cover almost the area of Centre City that is within the coastal zone. The proposed Figure 9 of the PDO shows the North Embarcadero Overlay District.

The proposed North Embarcadero Overlay District section in the Community Plan contains a general description of the area as envisioned in the North Embarcadero Visionary Plan. The proposed language contains goals for the development of the area including stepping down development intensity as development approaches the County Administration Center and San Diego Bay, promoting a mix of hotel, office, retail and entertainment uses throughout the North Embarcadero, establishment of a Bayfront Esplanade and creation of an oval-shaped landscaped park reaching out over the water at Broadway Landing.

Other language in the proposed Overlay District establishes that Development surrounding the County Administration Center should compliment this landmark structure, that North Harbor Drive should be more pedestrian oriented, and traffic concentrated on Pacific Highway. Most of this language refers to areas that are within the Port's jurisdiction, and these goals are consistent with the proposed PMPA #27. The plan also establishes design guidelines, with the number of lanes, sidewalk widths, etc., for Pacific Highway, North Harbor Drive, Broadway, and east-west streets in the North Embarcadero. These specific descriptions are intended to replace the more general

Figure 10, HIERARCHY OF STREETS exhibit in the existing Centre City Community Plan, which contains such designations as "District Center Streets" and "Crosstown Links", but as proposed, these designations would be removed from all streets within the North Embarcadero Overlay. The proposed language is generally consistent with the existing designations and does not remove any public access or visual protections currently provided by the existing plan.

The plan would also make several changes to the existing View Corridors Streets shown on Figure 19. Ivy Street would be added as a View Corridor Street, and Pacific Highway is proposed to be removed as a view corridor. Designated view corridor streets are afforded special "stepback" protection to ensure that views from and along these streets are maintained. The plan would alter the required View Corridor Stepbacks for several streets west of California Street, including Juniper, Hawthorn, Grape, Cedar, ash, A, B, C, Broadway (both east and west of Kettner), E, F, and G.

As defined in the Centre City PDO, a "stepback" means "a separation between a specified plane or line (such as a property line) and structural or building elements." In practical terms, the stepback requirement involves both a particular distance which a building must be set back from the street, and a stepback elevation where the set back must begin. For example, a 25-foot stepback at a 50-foot elevation means that the portion of the building above 50 feet in height is required to be set back 25 feet from the street. A "ground-level" stepback, is what is more commonly know as a building setback—the distance the entire building must be set back from the street. The intent of stepbacks is to provide visual relief from tall, monolithic structures that go straight up from street level. Stepbacks provide a varied street appearance and open up views along the street corridors. In general, the larger the stepback, and the lower the elevation of the stepback, the less bulky the building will be and the greater the view protection.

The changes in the Community Plan would allow stepbacks west of California at Ash, A, B, F, and G to be reduced from 25 feet to 15 feet, and would change the required stepback elevation from 50 feet to a range from 30 feet to 50 feet. The required stepbacks at C Street would be increased from 15 to 25 feet, also with a 30 to 50 foot stepback elevation allowed, instead of just 50 feet. Stepback elevations west of California at Juniper, Hawthorn, Grape, and E would also change from a required 50-foot elevation to a range 30 to 50 feet. (See Exhibit #5 for entire list of changes). In summary, the amendment generally requires a reduction in the amount of stepback, but allows the stepback to take place at a lower elevation. However, it is important to note that the stepback changes in the Community Plan are not fully consistent with the requirements of the PDO, and this is discussed in greater detail below, under the Land Use Plan findings for denial.

Other minor changes, updates, and clarifications to the plan language can be seen in the attached Exhibit #3.

B. CONFORMANCE WITH SECTION 30001.5 OF THE COASTAL ACT

The Commission finds, pursuant to Section 30512.2(b) of the Coastal Act, that portions of the Land Use Plan as set forth in the preceding resolutions, are not in conformance with the policies and requirements of Chapter 3 of the Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act which states:

The legislature further finds and declares that the basic goals of the state for the Coastal Zone are to:

- a) Protect, maintain and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.
- b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights or private property owners.
- (d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.
- (e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The Commission therefore finds, for the specific reasons detailed below, that the land use plan does not conform with Chapter 3 of the Coastal Act or the goals of the state for the coastal zone.

C. NONCONFORMITY OF THE CENTRE CITY COMMUNITY PLAN WITH CHAPTER 3

The Chapter 3 policies most applicable to this planning area are as follows, and state, in part:

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 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 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.

In general, the amendment is consistent with the goals of the Coastal Act regarding the promotion of public access and recreational opportunities. Most of the area involved in the North Embarcadero Overlay District is actually within the Port of San Diego's jurisdiction, and the plan is also generally consistent with the proposed Port Master Plan Amendment (PMPA) #27 being reviewed by the Commission at the same hearing as the subject LCP amendment.

However, the Port District has removed any reference in its PMPA to a landscaped park that extends out over the water at Broadway Landing. The Port has determined that the project has not undergone sufficient planning and environmental review to go forward at this time. Thus, the Centre City Community Plan amendment as submitted includes a project that has not received adequate environmental review (e.g. a review of filling or shading impacts, mitigation, etc.), and is inconsistent with the proposed Port Master Plan (which is the standard of review at Broadway Landing).

The existing Community Plan contains language describing the future development at the Navy Broadway Complex. This 15-acre site, located between Broadway and Market Street and Pacific Highway and Harbor Drive is currently operated by the Navy and functions as the headquarters for the Naval Supply Center. However, the site is planned for redevelopment with commercial, office, hotel and retail uses.

The Broadway Complex site is located on the inland side of Harbor Drive, across from Navy Pier. The Port District is proposing to dock the U.S.S. Midway at Navy Pier for use as an aircraft carrier museum. Parking for the Midway would be located on Navy Pier until such time the parking can be relocated and the Pier turned into a memorial park. Representatives of the Midway have indicated that this conversion would most likely occur when the Broadway Complex is redeveloped.

The Midway development is reviewed in detail in the Commission's review of PMPA#27; however, in brief, the carrier is expected to have a significant adverse impact on public views protected under the Coastal Act. These impacts could be mitigated by creation of a public park at Navy Pier and relocation of the parking. However, the City's Community Plan does not contain any policy language supporting the conversion of Navy Pier to a park or relocation of the Midway parking. Thus, as submitted, the Community Plan does not protect and preserve public views, public access and recreational opportunities consistent with the requirements of the Coastal Act.

The proposed amendment includes the removal of Pacific Highway as a view corridor. The intent of both the proposed LCPA and the proposed PMPA #27 is to shift traffic from Harbor Drive onto Pacific Highway. Harbor Drive will become a narrower, more pedestrian-oriented street, while Pacific Highway will be the main thoroughfare for moving traffic alongside downtown and the waterfront. The removal of Pacific Highway as a view corridor would reduce or eliminate various setback and setback requirements, and the view protection policies in the LCP, to reflect the more intense nature proposed for the street.

The ocean and bay views from Pacific Highway are via the cross-streets to leading the water perpendicular to the Pacific Highway, which will remain designated view corridors. Nevertheless, Pacific Highway will remain a major coastal accessway, and in fact, will support more traffic than it currently does. The Commission has traditionally designated major coastal access routes as view corridors even if direct water views are not available down the corridor, because of the value of maintaining a relatively open and uncluttered viewshed on these heavily used coastal accessways. For example, Interstate 5 is designated as a scenic corridor in many coastal cities, although water views are limited from Interstate 5.

Very little of downtown San Diego is within the Coastal Zone, but those streets that are major coastal accessways should be afforded the protection of the view corridor designation. Pacific Highway, in particular, is the southernmost stretch of the Pacific Coast Highway that runs the length of much of California. While hardly the narrow, scenic corridor that PCH is in northern California, Pacific Highway will still be the street most people travel along the bayfront in downtown. Thus, removal of Pacific Highway as a view corridor is not consistent with the visual protection policies of the Coastal Act.

As described above, the Community Plan would be revised to reduce the required setback distance from 25 feet to 15 feet on several designated view corridor streets west of California Street, including Ash Street, A, B, F, and G Streets. The revisions would also allow the setbacks to occur at any elevation from 30 feet to 50 feet, instead of the 50 feet required in the existing plan. California is located one block inland from Pacific Highway, and thus, the revised setbacks would effect view corridors in the Coastal Zone and towards the water.

However, the City is not proposing to concurrently change the requirement in the existing Centre City Planned District Ordinance that Ash Street, A, and B Street provide a 25-foot setback (the proposed changes to F and G Streets are discussed below under Findings for the PDO). Thus, the requirements of the existing PDO would conflict with the proposed changes to the Community Plan. The purpose of a PDO (or implementation ordinance) is to implement the goals and policies contained in the Community Plan (or land use plan). Thus, the PDO can be more specific or stricter than the general guidelines for development outlined in the Community Plan, but the Community Plan and PDO cannot conflict. The City has indicated that the PDO is the governing standard for development. Yet as proposed, the changes in the Community Plan to require a 15-foot setback would conflict with the PDO's requirements for a 25-foot setback.

A reduction in the setback requirements for view corridors would allow for bulkier buildings and a reduction in the viewshed along the street. The proposed amendment would *allow* the required setback elevation to be provided at a lower elevation (to anywhere from 30 to 50 feet in height), which could offset the potential view blockage, but the amendment does not *require* that the setback elevation be lowered. Thus, the proposed change has the potential to impact public views, inconsistent with the visual quality policies of the Chapter 3 of the Coastal Act. The proposed amendment would also create a conflict between the requirements of the Community Plan and the PDO. Therefore, the amendment cannot be found consistent with the Chapter 3 policies of the Coastal Act.

PART V. FINDINGS FOR APPROVAL OF THE CITY OF SAN DIEGO LAND USE PLAN, IF MODIFIED

A. SUMMARY FINDING/CONFORMANCE WITH SECTION 30001.5 OF THE COASTAL ACT

The Commission finds that the proposed Land Use Plan amendment for the City of San Diego LCP is approvable, if modified. These modifications are addressed in detail below. The Commission therefore finds the amendment, as recommended for modification, would be consistent with applicable Chapter 3 policies to the extent necessary to achieve the statewide goals as set forth in Section 30001.5 of the Act, as previously cited.

B. SPECIFIC FINDINGS FOR APPROVAL

Because the plan is largely consistent with the Coastal Act, only several modifications are required. Suggested Modification #1 eliminates the reference to a landscaped park located out over the water at Broadway Landing. This project has been removed from the proposed PMPA #27 and removing it from the Community Plan will ensure the plan is consistent with the Port Master Plan and the resource protection policies of the Coastal Act.

Suggested Modification #2 adds language to the plan regarding the U.S.S. Midway aircraft carrier museum, the future conversion of Navy Pier to a public memorial park, and the relocation of the Midway parking from the pier to a nearby location. The Commission can only find docking the Midway at Navy Pier consistent with the Coastal Act if there is some assurance that Navy Pier will be opened for public use to offset the visual and access impacts of the Midway. Thus, the modification adds language indicating that a goal for the area is that prior to or concurrent with the redevelopment of the Navy Broadway Complex, the Midway parking be relocated, and Navy Pier developed as a park. Only as modified to add this goal can the Commission find the plan consistent with the visual, public access, and recreation policies of the Coastal Act.

Suggested Modification #3 eliminates the City's proposal to remove Pacific Highway as a designated view corridor in the Community Plan. Pacific Highway is currently a major coastal access route. As a result of the proposed amendment and the proposed PMPA #27, even greater amounts of traffic will be diverted onto Pacific Highway. Thus, it is particularly important that the visual quality of Pacific Highway be preserved. As modified to retain the view corridor designation for Pacific Highway, the Commission finds the plan consistent with visual protection policies of the Coastal Act.

The amendment to the Community Plan would reduce the required setback distance from 25 feet to 15 feet on several designated view corridor streets west of California Street, including Ash Street, A, B, F, and G Streets. The revisions would also *allow* the setbacks to occur at any elevation from 30 feet to 50 feet, instead of the 50 feet required in the existing plan. But a 50-foot setback elevation would still be permitted. Thus, as proposed, the reductions in the setback requirements would allow for bulkier buildings and a reduction in the quality of viewshed along view corridors streets.

In addition, the City is not proposing to similarly change the requirement in the existing Centre City Planned District Ordinance that Ash Street, A, and B Street have a 15-foot setback, but is proposing to keep the 25-foot setback requirement. Thus, the requirements of the existing PDO would be in conflict with the proposed changes to the Community Plan. The PDO is the controlling standard for development. Therefore, Suggested Modification #4 changes the view corridor setbacks on Ash, A, and B Streets west of California from the proposed 15 feet back to 25 feet, consistent with the existing certified PDO.

The proposed setback reductions on F and G Streets can be found consistent with the Coastal Act, because the proposed PDO amendment requires that the setback elevation on these streets be reduced to 30 feet. Thus, although the width of the setback will be reduced, the setback will occur at a lower elevation, which should offset any potential increase in bulk. The proposed increase in the setback at C Street west of California from 15 to 25 feet, can be found consistent with the Coastal Act, as it will increase view protection. (However, to ensure the PDO requirements are consistent with this change, a similar modification to the PDO is required, which has been added as Suggested Modification #9 and is discussed in detail below). The proposed revisions to setbacks on Broadway would be consistent with the existing and proposed PDO. Therefore, the amendment can be found consistent with the Chapter 3 policies of the Coastal Act.

The remaining portion of the amendment is consistent with the Coastal Act as submitted. The new North Embarcadero Overlay District contains language providing for height and building intensity to "step down" as development approaches the County Administration Center and San Diego Bay. Public access, public recreation, pedestrian orientation of streets along the waterfront, the protection of the scenic and historic County Administration Center, minimizing view blockage, and locating parking lots away from the water's edge, are emphasized, consistent with the view protection, public access and recreation policies of the Coastal Act.

As noted, the proposed amendment does involve directing additional traffic onto Pacific Highway. Although the subject amendment itself would not alter the amount, type, or intensity of development in the North Embarcadero area, combined with the new development that is proposed in the PMPA #27, a substantial increase in traffic in the area is expected. Short-range traffic projections done for the Visionary Plan project indicate that the proposed improvements to Harbor Drive, Pacific Highway and the North Embarcadero area will adequately accommodate the increased traffic which will be diverted onto Pacific Highway, without an adverse impact on public access. Long-range traffic projections done for the North Embarcadero redevelopment assumed that direct airport access would be available to I-5 at a point between Washington Street and Old Town Avenue. Without this assumption, the volumes along Laurel Street, Grape Street, Hawthorn Street and North Harbor Drive would be much greater. The short-term traffic projections are not affected by this assumption. If this airport connection is not approved, the Port District and the City of San Diego will have to revisit traffic and circulation issues in the North Embarcadero area. With the proposed narrowing of Harbor Drive, Pacific Highway will become the most attractive commuter alternative between downtown and the airport, not Harbor Drive, which is appropriate and consistent with the public access and recreation policies of Chapter 3 of the Coastal Act, regardless of the airport access to I-5.

PART VI. FINDINGS FOR REJECTION OF THE CITY OF SAN DIEGO LCP IMPLEMENTATION PLAN AMENDMENT, (CENTRE CITY AND MARINA PDOs) AS SUBMITTED

A. AMENDMENT DESCRIPTION

Centre City Planned District Ordinance

The proposed PDO amendment implements the Centre City Community Plan, which is intended to implement the North Embarcadero Visionary Plan. As with the Community Plan, the graphic figures in the PDO would be updated to reflect changes in the appearance of the waterfront resulting from the proposed PMPA #27.

The amendment would create a new North Embarcadero Overlay District that would be applied to the area west of California Street between Harbor Drive and Laurel Street. The proposed Figure 9 of the PDO shows the North Embarcadero Overlay District. However, the exhibit was supposed to show both the existing Waterfront District and the new North Embarcadero Overlay, but a printing error deleted the shading showing the Waterfront District. Suggested Modification #3 would correct the figure to show the boundaries of the Waterfront District (as shown on the current figure), and the proposed boundaries of the new North Embarcadero Overlay District.

The PDO also involves changes to View Corridor Stepbacks. Exhibit #11 shows that the required stepback on Broadway west of Kettner would be reduced from 50 feet to 40 feet. On F and G Streets, west of California, stepbacks would be reduced from 25 feet to 15 feet, but the required stepback elevation would be lowered from 50 feet to 30 feet. On E

Street, west of California, the required stepback elevation would also be lowered from 50 to 30 feet. As noted above, these changes are not identical to the proposed stepback changes in the Community Plan. For example, in the PDO, there is no range of stepback elevations permitted. The Ash, A, and B Street stepbacks would stay at 25 feet in the PDO, not be reduced to 15 feet, and the C Street stepback would remain at 15 feet in the PDO, not increased to 25 feet. However, the standards in the PDO would be controlling.

The PDO also includes changes to the existing parking requirements for the North Embarcadero Overlay District. The existing PDO contains parking maximums. For example, hotels and motels are permitted to provide no more than 0.7 parking spaces per room and restaurants can provide only up to 5 spaces per 1,000 sq.ft. of lot area. The proposed amendment would establish the following parking minimums for the North Embarcadero Overlay District only:

Office – 2 spaces/1000 square feet

Hotel – .5 spaces/room

Retail – 2.5 spaces/1000 square feet

Residential – 1 space/per bedroom. No more than 2 spaces per unit will be required.

Restaurant – 5 spaces/1000 square feet

However, the proposed language also states that if the City's adopted "Shared Parking Requirements" would require less parking, then those standards would apply.

The amendment would add a new Building Height-North Embarcadero as Figure 4 to the PDO. The figure includes proposed height maximums for the North Embarcadero. However, as proposed, the figure is not entirely consistent with the proposed heights contained in the proposed PMPA #27 for the area within the Port's jurisdiction. To resolve the inconsistency, the City has agreed it would be appropriate to remove the proposed height designations from all of the locations that are not within the City's coastal permit jurisdiction.

The proposed new height limits that would remain would cover approximately ten blocks in both the Centre City and Marina PDO. Currently, there are no height limits in the Centre City PDO, only Floor Area Ratios, which are not proposed to be changed with the subject amendment. There are existing height limits designated for the four affected blocks located within in the Marina PDO. The proposed height limits would not allow any greater heights than those currently allowed under the existing Marina PDO height limits.

The amendment would also add two permitted uses to the existing Land Use District "Recreation/Visitor/Marine". The new permitted uses are "Research & Development Services" and "Wholesaling, Distribution & Storage."

Marina Planned District Ordinance

Only one change is proposed for the Marina PDO. One sentence would be added to Section 103.2012(B)(2)(b)(1)(c) stating that the heights for buildings on the block bounded by Harbor Drive, G Street, Kettner and California Streets shall not exceed 500 feet. Currently, the height limits on this block is 120 feet with an exception in the existing plan that under certain conditions, the height at that location can be increased without any maximum. The proposed change would put an upper limit of 500 feet to the height exception.

B. SPECIFIC FINDINGS FOR REJECTION

The standard of review for LCP implementation submittals or amendments is their consistency with and ability to carry out the provisions of the certified LUP.

The majority of the proposed amendment to the Centre City PDO and Marina PDO is consistent with the policies of the Coastal Act. The plan is largely consistent with the proposed PMPA #27, which if certified by the Commission, will be the standard of review for the majority of the North Embarcadero area.

The proposed PDO contains two references to the standard of review for development at the County Administration Center that do not accurately reflect the status of the certified LCP. Both the proposed Section 103.1903 and Figure 1, Centre City Planned District Boundary in the PDO contain language implying that private development at the location of the County Administration Center would be subject to the provisions of the PDO. However, in January 1988, the Commission certified the Centre City/Pacific Highway Corridor segment of the City's Land Use Plan. At this time, the Commission deferred certification of the County Administration Center, finding that the zoning proposed for the area at the time (Central Business District), was not consistent with the certified Land Use Plan. The Commission also noted that there are jurisdictional questions raised about the City and County planning and regulatory roles on this site that support deferred action and further study. Thus, the area was excluded from the certified LCP, and remains in the Commission's jurisdiction, subject to the Chapter 3 policies of the Coastal Act, not the PDO. Therefore, the language in the proposed PDO amendment is not accurate and cannot adequately implement the certified Land Use Plan.

The amendment involves a number of changes to the required setbacks on designated view corridors. In general, these changes would be consistent with and would implement the view protection policies of the Community Plan. The PDO is generally stricter than the proposed Community Plan with regard to setback elevations, but is consistent with the Community Plan with one exception. The proposed amendment to the Community Plan would increase the required setback on C Street west of California from 15 feet to 25 feet. The City has not proposed making this same revision to the PDO, which would still require a 15-foot setback in this location. Thus, in this case, the PDO as submitted, would not be adequate to implement the provisions of the Community Plan, and the amendment must be denied.

The PDO involves two changes to allowable uses in the North Embarcadero Overlay District. "Research & Development Services" and "Wholesaling, Distribution & Storage" would be added as allowable uses in the "Recreation/Visitor/Marine" Land Use District. Although only a very small area of the Recreation/Visitor/Marine Land Use District is actually within the City's coastal permit jurisdiction, the designation is applied to the entire downtown waterfront area. Research and development services could allow a wide range of office type uses not typically permitted in visitor-serving designated areas, which are reserved for uses such as public areas, restaurant, overnight accommodations, and other visitor oriented development. Visitor-serving uses are one of the highest-priority uses in the Coastal Act, thus, allowing office type uses in a visitor-serving designated area would set a significant adverse precedent, and would not be consistent with the policies of the Community Plan promoting tourism and visitor uses. Therefore, the amendment must be denied as submitted.

The new height limits proposed in the PDO would affect four blocks in the Marina PDO which do currently have height limits. The proposed height limits would not allow any greater heights than currently allowed by the Marina PDO, and would actually lower the required heights on one block. Thus, as proposed, the height limits in the Centre City PDO would not be completely consistent with those allowed in the existing Marina PDO. Specifically, on the two blocks bounded by Harbor Drive, Pacific Highway, F Street, and California, the existing Marina PDO designates the height limit for the southern block at 160 feet, and the northern block at 120 feet, but with an exception that would allow buildings on both blocks to increase in height without any upper maximum. But the proposed Centre City height limit for the southern block would be 160 feet and 120 feet for the northern block, without allowing for any exceptions. Similarly, on the block bounded by Harbor Drive, California, G Street, and Kettner, the existing Marina PDO designates the height as 120 feet, with the same exception allowing no upper height limit. The proposed Centre City height limit for this block would be 500 feet, no exceptions. Thus, as proposed, the amendment would create an inconsistency between the two PDOs such that the Marina PDO would not be able to adequately and accurately implement the Community Plan, and therefore, must be denied.

**PART VII. FINDINGS FOR APPROVAL OF THE CITY OF SAN DIEGO
IMPLEMENTATION PLAN AMENDMENT, IF MODIFIED**

The majority of the proposed amendment to the Centre City PDO and Marina PDO is consistent with the policies of the Coastal Act. The plan is largely consistent with the proposed PMPA #27, which if certified by the Commission, will be the standard of review for the majority of the North Embarcadero area.

The two references in the proposed PDO inaccurately describe the standard of review for development at the County Administration Center. When the Centre City Implementation Plan was approved by the Commission in 1988, certification of the County Administration Center site was deferred and remains with the Commission's jurisdiction. Any development on the site subject to the Chapter 3 policies of the Coastal Act, not the PDO. Therefore, Suggested Modifications #5 and #6 revises both the

proposed text and Figure 1 of the PDO in order to correctly identify the County Administration Center as an area of deferred certification.

The amendment involves a number of changes to the required setbacks on designated view corridors. Specifically, the setback on Broadway, west of Kettner, would be reduced from 50 feet to 40 feet. (Because the setback elevation in this area is "ground level", this setback would traditionally be described as a set back.) However, 40 feet is still a significantly larger setback or setback than required on any other view corridor street in Center City. Most of the streets currently are required to provide 25 or 15-foot setbacks. The reduction in setback from 50 to 40 feet is not expected to have a significant adverse impact on public views.

The other changes proposed are to reduce the setback west of California on E, F, and G Streets from 25 feet to 15 feet. This would allow for larger bulkier buildings and could impact public views on these streets. However, the amendment also requires that the setback elevation be lowered from 50 feet to 30 feet. Thus, although the building can be bulkier, the setback must begin at a lower elevation, which should offset any impacts to bulk and scale or view blockage.

The revisions to the Community Plan would allow the elevation at which setbacks must be provided to range anywhere from 50 feet to 30 feet. The PDO is stricter, requiring a 30-foot setback elevation. As discussed above, the PDO can be stricter or more specific than the Community Plan. As long as the PDO does not allow something different than the Community Plan, the PDO can be found adequate to implement the goals of the Community Plan. In this case, the revisions to the setbacks in PDO can be found consistent with and adequate to carry out the Community Plan, with one modification. The proposed amendment to the Community Plan would increase the required setback on C Street west of California from 15 feet to 25 feet. The City has not proposed making this same revision to the PDO, which would still require a 15-foot setback in this location. Therefore, Suggested Modification #9 revises the PDO to require a 25-foot setback on C Street west of California. As modified, the PDO will implement the Community Plan and the visual protection policies of the Coastal Act.

The proposed PDO amendment would eliminate the existing parking maximums contained in the PDO for the North Embarcadero Overlay District. The parking maximums were intended to promote the use of transit and the construction of new transit facilities in the downtown area. However, although the promotion of transit continues to be a goal of the City, to avoid impacts to public access, the City has added parking requirements for all new development in the North Embarcadero Overlay District. The parking standards proposed are generally consistent with the requirements of other coastal cities in the San Diego region. The proposed hotel parking requirement of .5 spaces per hotel room is less than the 1 space room that the Commission has typically required. However, the standard would most likely result in more parking than under the current PDO, which *prohibits* the provision of more than .7 parking spaces per room. More importantly, the North Embarcadero area is a densely developed downtown area with reasonably good transit facilities including buses, train, trolley, and airport shuttles. In addition, the Commission has previously found that the shared parking standards in the

City's Land Development Code, (which would apply in the North Embarcadero Area where less than the proposed parking minimums), are adequate. Thus, the provision of only .5 spaces per hotel room in the limited North Embarcadero corridor covered by the amendment is not expected to have any adverse impact on public access.

As discussed above, the proposed new Figure 4, Building Height-North Embarcadero, includes height limits for areas within the Port District's permit jurisdiction. However, as proposed, the figure is not entirely consistent with the proposed heights contained in the proposed PMPA #27. To resolve the inconsistency, the City has agreed that it would be appropriate to remove the proposed height designations from all of the locations that are not within the City's coastal permit jurisdiction. Therefore, Suggested Modification #7 removes all of the height designations from the proposed Figure 4 west of Pacific Highway.

The only remaining height limits proposed are located on the one-block wide area between Pacific Highway and California Street. These limits have been designed to be consistent with the goals of the proposed plan that development along shoreline and Harbor Drive "be low in scale and intensity and increase in stepped building envelopes further upland...this concept of 'stepped intensity and scale' will be implemented through floor area ratios (FARs) and other development characteristics..." No revisions to the existing FARs are proposed. Currently, there are no height limits in the Centre City PDO. Thus, the proposed height limits could potentially affect the appearance of new buildings (with an upper height limit, a building would have to be bulkier to achieve the same FAR as a taller building), but as discussed, the proposed view corridor stepbacks, as modified, will adequately protect the visual quality of the area consistent with the proposed Community Plan.

The new height limits would also affect four blocks in the Marina PDO which do currently have height limits. The proposed height limits would not allow any greater heights than currently allowed by the Marina PDO, and would actually lower the required heights on one block. Thus, as proposed, the height limits in the Centre City PDO would not be completely consistent with those allowed in the existing Marina PDO. Therefore, Suggested Modification #11 adds a section to the Marina PDO clarifying that the height exceptions allowed in the Marina PDO cannot exceed the height limits contained in the Centre City PDO for this area. Thus, the two PDOs will not conflict and can be found adequate to carry out the Community Plan.

The PDO involves only two changes to allowable uses in the North Embarcadero Overlay District. "Research & Development Services" and "Wholesaling, Distribution & Storage" would be added as allowable uses in the "Recreation/Visitor/Marine" Land Use District. Only a very small area of the Recreation/Visitor/Marine Land Use District is actually within the City's coastal permit jurisdiction, although the designation is applied to the entire waterfront area downtown. Research and development services could allow a wide range of office type uses not typically permitted in visitor-serving designated areas, which are reserved for uses such as public areas, restaurant, overnight accommodations, and other visitor oriented development. Thus, Suggested Modification

#10 removes Research & Development Services as a permitted use in the Recreation/Visitor/Marine Land Use District.

Although wholesaling, distribution, and storage are also not typical visitor-serving uses, in this particular case, the downtown waterfront area has traditionally served as a distribution point for goods and services. In particular, shipping and cargo associated with the Port and San Diego Bay has led to the development of rail transit lines and other infrastructure associated with the circulation of goods. Thus, the proposed land use can be found consistent with the policies of the Centre City Community Plan.

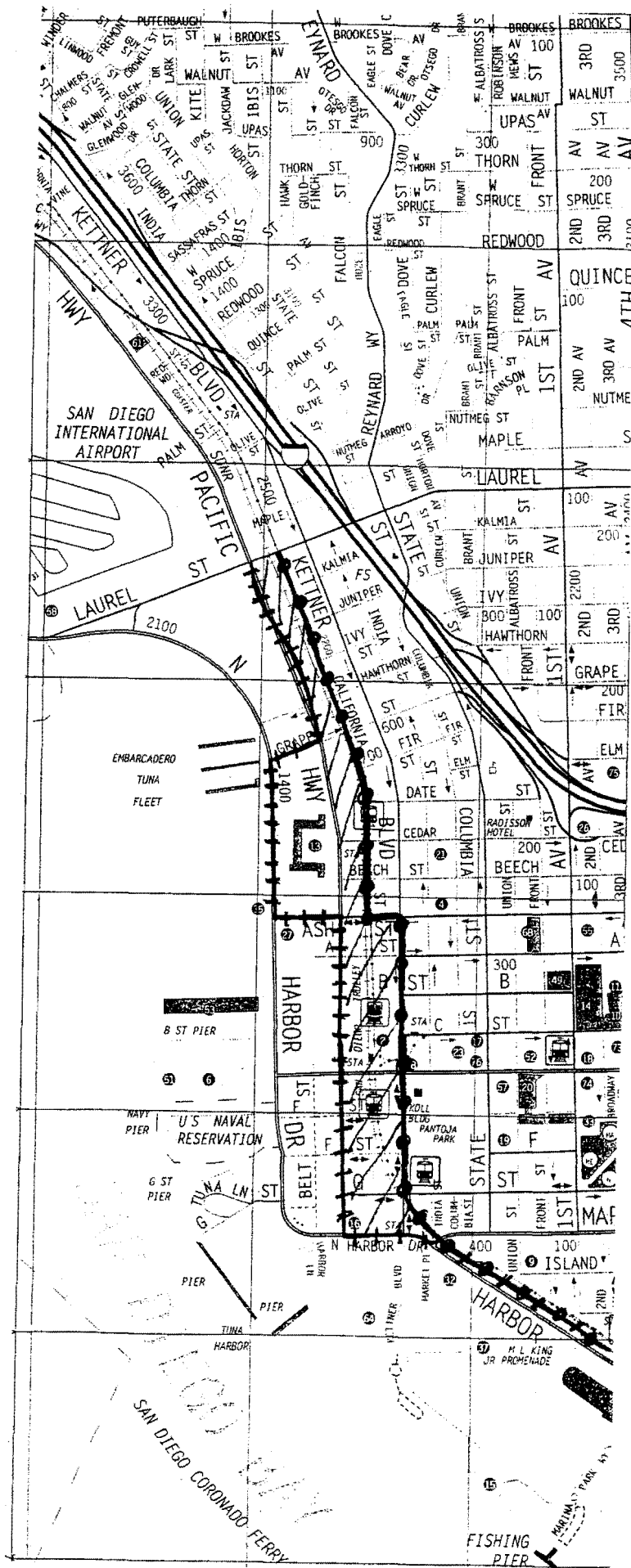
Suggested Modification #8 corrects a printing error on the proposed Figure 9, Waterfront District, to graphically depict both the existing Waterfront District and the proposed North Embarcadero Overlay District.

In summary, suggested modifications to the PDO are required to correctly identify the status of the County Administration Center, and to make minor corrections and modifications to the Building Height and Waterfront Districts figures. Changes in the setback requirement for C Street west of California will ensure the PDO is consistent with the provisions of the setback requirements in the Community Plan. The removal of Research & Development as a permitted use will ensure that uses inconsistent with the Waterfront District are not permitted. Therefore, as modified, the PDO can be found adequate to carry out the provisions of the Community Plan.

PART VII. CONSISTENCY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 21080.5 of the California Environmental Quality Act (CEQA) exempts local government from the requirement of preparing an environmental impact report (EIR) in connection with its local coastal program. Instead, the CEQA responsibilities are assigned to the Coastal Commission and the Commission's LCP review and approval program has been found by the Resources Agency to be functionally equivalent to the EIR process. Thus, under CEQA Section 21080.5, the Commission is relieved of the responsibility to prepare an EIR for each LCP.

Nevertheless, the Commission is required in an LCP submittal or, as in this case, an LCP amendment submittal, to find that the LCP, or LCP, as amended, does conform with CEQA provisions. As discussed above, as modified, the amendment can be found fully consistent with the resource protection, public access and recreation, and visual protection policies of the Coastal Act. As modified, the implementation plan will be adequate to carry out and implement the certified land use plan. No impacts to coastal resources are anticipated.

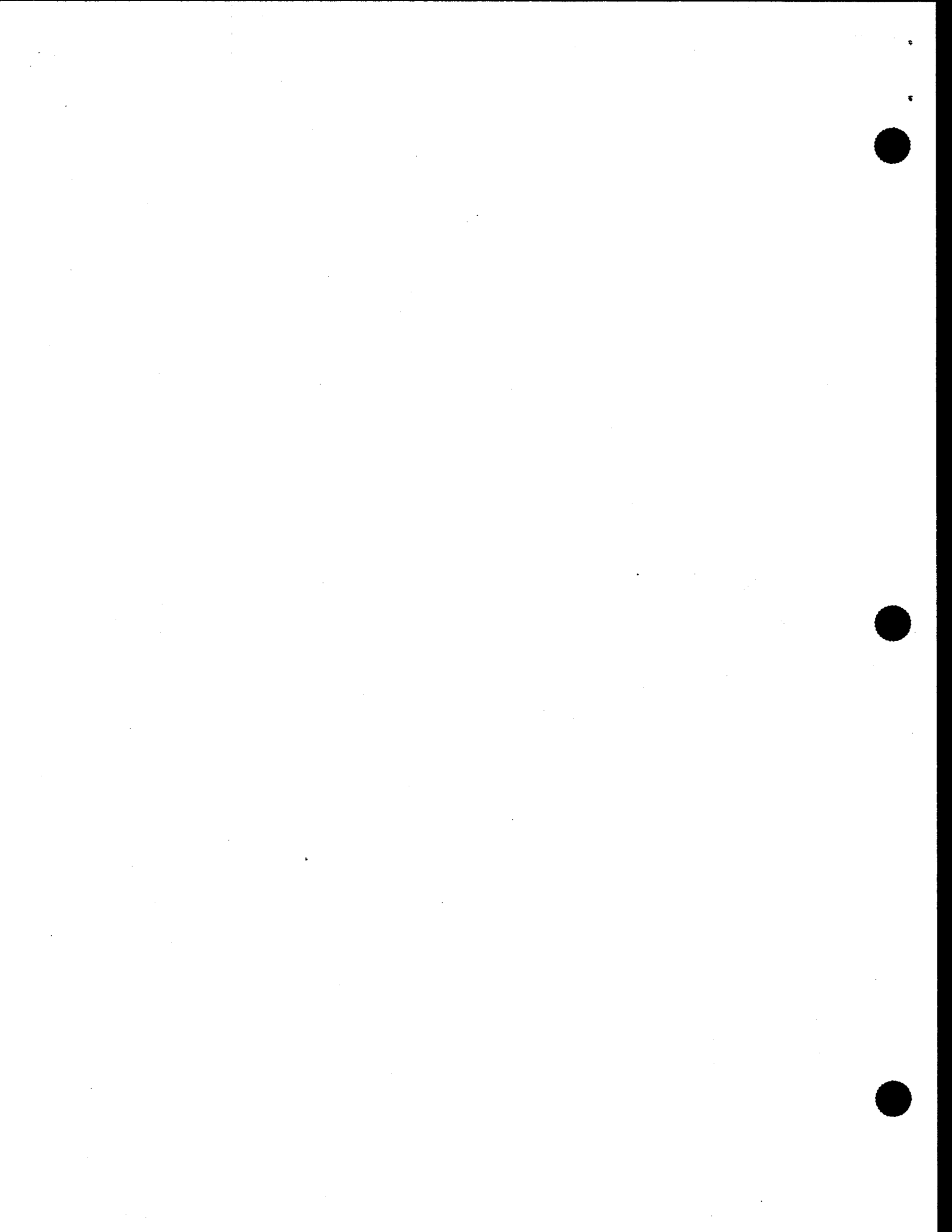


●—● COASTAL ZONE BOUNDARY

⊥—⊥ PORT JURISDICTION INLAND BOUNDARY

▨ CITY OF SAN DIEGO COASTAL PERMIT JURISDICTION

CCC Exhibit #1
 SD LCPA #4-2000
 Jurisdictional Boundaries



RESOLUTION NUMBER R-293490

ADOPTED ON JULY 18, 2000

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO CERTIFYING THAT THE CITY COUNCIL HAS REVIEWED AND CONSIDERED INFORMATION CONTAINED IN THE NORTH EMBARCADERO ALLIANCE FINAL MASTER ENVIRONMENTAL IMPACT REPORT AS A SUPPLEMENT TO THE FINAL MASTER ENVIRONMENTAL IMPACT REPORT FOR THE CENTRE CITY REDEVELOPMENT PROJECT AS ALSO SUPPLEMENTED BY THE FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE BALLPARK AND ANCILLARY DEVELOPMENT PROJECTS, AND MAKING CERTAIN FINDINGS AND DETERMINATIONS REGARDING THE ENVIRONMENTAL IMPACTS OF THE NORTH EMBARCADERO ALLIANCE VISIONARY PLAN, AND ADOPTING A MITIGATION, MONITORING AND REPORTING PROGRAM WITH RESPECT ONLY TO THE APPROVAL AND ADOPTION OF THE AMENDMENTS TO THE CENTRE CITY COMMUNITY PLAN, THE INTRODUCTION AND APPROVAL OF THE ORDINANCE AMENDING CHAPTER X, ARTICLE 3, DIVISION 20, OF THE SAN DIEGO MUNICIPAL CODE, THE INTRODUCTION AND APPROVAL OF THE ORDINANCE AMENDING CHAPTER X, ARTICLE 3, DIVISION 19, OF THE SAN DIEGO MUNICIPAL CODE, AND THE RELATED IMPLEMENTING ACTIVITIES WITHIN THE JURISDICTION OF THE CITY OF SAN DIEGO.

WHEREAS, the Redevelopment Agency of The City of San Diego [the Agency] is engaged in activities necessary and appropriate to carry out and implement the Redevelopment Plan for the Centre City Redevelopment Project [the Project]; and

WHEREAS, the Agency has previously prepared, and the Agency (Resolution No. 2081) and the City Council (Resolution No. R-279875) have certified the Final Master Environmental Impact Report for the Centre City Redevelopment Project [1992 MEIR]; and

WHEREAS, pursuant to California Environmental Quality Act [CEQA] guidelines, the San Diego Unified Port District [the Port] acted as the lead agency and the Agency and The City of San Diego were designated as a responsible agencies in the preparation of a Master Environmental Impact Report for the North Embarcadero Alliance Visionary Plan [the Visionary Plan] as a supplement to the 1992 MEIR [North Embarcadero MEIR] to assess the environmental impacts of the implementation of the Visionary Plan; and

WHEREAS, as responsible agencies, the Agency and the City will utilize the North Embarcadero MEIR as the basis for their consideration of various subsequent implementing activities within their respective jurisdictions; and

WHEREAS, the Centre City Development Corporation, acting on behalf of the Agency, participated with the Port to circulate a Draft North Embarcadero MEIR for review, comment and consultation with citizens, professional disciplines and public agencies pursuant to the CEQA and the adopted state and local guidelines and regulations; and


WHEREAS, duly noticed public hearings were held by the Port and the Agency with respect to the Draft North Embarcadero MEIR, at which all interested persons and organizations were given an opportunity to be heard; and

WHEREAS, the Port certified the North Embarcadero MEIR on April 25, 2000; and

4. With respect only to the approval and adoption of the amendments to the Centre City Community Plan, the introduction and approval of the Ordinance amending Chapter X, Article 3, Division 20, of the San Diego Municipal Code pertaining to the Marina Planned District, the introduction and approval of the Ordinance amending Chapter X, Article 3, Division 19, of the San Diego Municipal Code pertaining to the Centre City Planned District, and the related implementing activities within the jurisdiction of The City of San Diego, the Mitigation, Monitoring and Reporting Program for the Proposed North Embarcadero Alliance Visionary Plan as contained in Section 4 of the Final North Embarcadero MEIR, is approved and adopted.

APPROVED: CASEY GWINN, City Attorney

By



Elisa A. Cusato
Deputy City Attorney

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07/11/00 COR.COPY
08/11/00 COR.COPY
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R-2000-1535
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Passed and adopted by the Council of San Diego on JUL 18 2000 by the following vote:

YEAS: MATHIS, WEAR, WARDEN, McCARTY, VARGAS

NAYS: KEHOE, STEVENS, STALLINGS.

NOT PRESENT: MAYOR GOLDING.

AUTHENTICATED BY:

SUSAN GOLDING
Mayor of The City of San Diego, California

CHARLES G. ABDELNOUR
City Clerk of The City of San Diego, California

(SEAL)

By: Esther Ramos, Deputy

I HEREBY CERTIFY that the above and foregoing is a full, true and correct copy of
RESOLUTION NO. R- 293490, passed and adopted by the Council of The City of San
Diego, California on JUL 18 2000.

CHARLES G. ABDELNOUR
City Clerk of The City of San Diego, California

(SEAL)

By: Esther Ramos, Deputy

**CENTRE CITY COMMUNITY PLAN AMENDMENTS
Pertaining to the North Embarcadero Visionary Plan**

Page 10 – Amend Figure 1 as shown on Figure 1 of Exhibit A, “Proposed Amendments to Centre City Community Plan Figures”

Page 12 - REQUIRED STREET LEVEL USES (third paragraph)
“Along these streets 70% to 75% of the first story street wall...”

Page 13 – Amend by adding, following the “Required Street Level Uses Section”,
Additional street level use requirements may exist in the Planned District Ordinance.

Page 14 – Amend Figure 2 (Street Level Uses) as shown on Figure 2, Exhibit A.

Page 17 – Amend Figure 3, (Housing) as shown on Figure 3, Exhibit A.

Page 19 – Amend Figure 4, (Sun Access Criteria) as shown on Figure 4, Exhibit A.

Page 22 – Amend Figure 6, (Neighborhoods) as shown on Figure 6, Exhibit A.

CIRCULATION

Page 26 – Amend Figure 8 (Bayside LRT Alignment) as shown on Figure 8, Exhibit A.

Page 27 – Amend Figure 9 (Parking Management) as shown on Figure 9, Exhibit A.

Page 28 – Amend Figure 10 (Hierarchy of Streets) as shown on Figure 10, Exhibit A.

Page 30 – Delete last sentence of the first paragraph: ~~“Two lanes of north-south traffic should be accommodated while on-street parking is relocated to provide for an expanded pedestrian promenade along the waterfront.”~~

Page 30 – “Ceremonial Streets”, delete last paragraph of the section:
~~Harbor Drive will be enhanced as development occurs from the Solar site southward to and beyond the Navy Broadway Complex at Harbor Drive and Broadway where a major open space is planned as part of Navy and Port development. Broadway would be developed as the main pedestrian linkage between the waterfront, the central business district and the proposed Civic Centre at Broadway and 12th Street. Further evaluation will be necessary to determine the feasibility of of Broadway as a transit and pedestrian mall from approximately 4th Street east to the proposed Civic Centre. Additional studies will also be required as part of the pedestrian and transit improvements on the 5th, 6th and 12th Avenue Bay Park Link connections.~~

Page 34 through 36 - Amend Figures 11-13 as shown on Figures 11-13, Exhibit A.

URBAN DESIGN CRITERIA

Page 38-39 – Amend Figures 14 and 15 as shown on Figures 14 and 15 of Exhibit A.

Page 43 - Under STREET LEVEL DEVELOPMENT STANDARDS, *Street Wall Setback*
Amend first paragraph: "The street wall shall be located up to, or within, five feet of the street property line-, except where other setbacks are required by the Planned District Ordinance."

Page 45: Change table as shown in Exhibit B, "Setbacks and Stepbacks"

Page 46 – Amend Figure 19 (View Corridors Streets) as shown on Figure 19 of Exhibit A.

Page 47 – Amend Figure 20 (View Corridor Stepbacks) as shown on Figure 20 of Exhibit A.

Page 48 - Change item UD-8:

PROPOSALS	Adopt with Plan	Next 5 Years	6 to 20 Years	IMPLEMENTING AGENCIES	RELATED PLAN ELEMENT
Prepare a scoping plan for major downtown public improvements including waterfront attractions and an open-air amphitheater, aquarium, municipal gymnasium, stadium, museums and farmers marketplace		X <u>underway</u>		CCDC, Planning, City Manager, Property, Eng. & Dev., Port District, Arts Commission	Economic Dev., Land Use, Waterfront, Fac., Financing

OPEN SPACE

Page 51 – Amend Figure 21 (Open Space) as shown on Figure 21 of Exhibit A.

Page 52 - Under *Bayfront Open Space*, amend fourth and fifth paragraphs:
"Strengthen the image and function of Broadway as the primary downtown ceremonial

~~street terminating at Civic Center"~~

Create a significant active pedestrian-oriented gathering places on the waterfront.

Page 52 - Delete the last paragraph of *Bayfront Open Space*:

~~"The extension of the bayfront open space to Pacific Highway, Kettner Boulevard and the Santa Fe Depot will be achieved by a 75 foot setback from the property line, at grade. Tower elements adjacent to this "connection" will be set back an additional 25 feet above the building base."~~

Pages 61, 67, 68, 70, 71 – Amend Figures 22 – 26 as shown on Figures 22-26 of Exhibit A.

SPECIAL PROJECTS

Page 73 - Change item SP-7:

PROPOSALS	Adopt with Plan	Next 5 Years	6 to 20 Years	IMPLEMENTING AGENCIES	RELATED PLAN ELEMENT
SP - 7 Implement <u>expansion plans for development of County Administration Center parking lots</u>		<u>X</u> <u>underway</u>		County of San Diego, <u>CCDC</u>	Land Use, Circulation, Urban Design, Urban Conservation, <u>Waterfront</u>

DOWNTOWN DISTRICTS

Page 82 – Amend Figure 27, (Downtown Districts) as shown on Figure 27 of Exhibit A.

Page 83 – **Waterfront District** [Note: The changes in this section are shown comprehensively on Exhibit C, "Waterfront District".]

Page 83 – *Emphasis*. Amend first paragraph:

"Generally lower buildings with taller buildings concentrated from B Street to F Street, The Waterfront District is intended to provide a framework for development surrounding downtown's "front porch", the area adjacent to the San Diego Bay. The District is intended to be developed with emphasis on significant parks and open space with pedestrian and visual access to and along the water, supported by public and visitor-

oriented activities at the street level. The North Embarcadero Overlay District will provide the framework for development in and design guidelines for the development of the area.

Waterfront District: Overall Form

In the second full paragraph of that section, delete the last sentence, "~~With the exception of the "County Administration Design Zone", building height will be controlled through FAA regulations.~~"

Move the third full paragraph to the end of the first, and add the remaining portion of the second paragraph and a new heading. The reconfigured paragraph reads:

(Overall Form)

"Development along the shoreline and Harbor Drive frontage will be low in scale and intensity and increase in stepped building envelopes further upland. As an extension of the downtown core, the Broadway corridor supports the most intense development, contrasted by less intense development to the north and south. This concept of 'stepped intensity and scale' will be implemented through floor area ratios (FARs) and other development characteristics such as floor plates."

The fourth paragraph beginning "High-rise buildings..." becomes the second full paragraph and remains as it is currently written.

Delete the paragraph pertaining to Pacific Highway. Description will appear under the North Embarcadero Overlay District in the *Circulation & Parking* section.

Move the paragraphs pertaining to *Kettner Boulevard* to the Circulation & Parking section of the Waterfront District description.

Move the last part of the *Overall Form* section (pertaining to "architectural guidelines") to the Design Guidelines section of the Waterfront District description.

Page 83 – 84 – Move the *Navy Broadway Complex and County Administration Center Design Zone* section to the North Embarcadero section, under the *Places & Destinations* heading.

Page 84 - Waterfront District

Land Use

Replace "~~Harborview~~" with "Little Italy" in the third paragraph.

Change the following paragraphs as follows:

~~Existing eCommercial uses, including retail and restaurant at (Seaport Village), hotels, and the Convention Center and other tourist destinations; and~~

Page 84 - Waterfront District
Places & Destinations

Move the *Broadway* paragraph and the *North Harbor Drive* paragraph to the *Circulation & Parking* section of the North Embarcadero Overlay District.

Retain the *Esplanade* section.

Add:

North Embarcadero: The North Embarcadero is the area within the Waterfront District bordered by Laurel Street to the north, Market Street to the south, the San Diego Bay to the west and California Street/railroad right of way to the east. The area is the subject of the North Embarcadero Visionary Plan. North Embarcadero encompasses a number of important places and destinations on the waterfront, including the County Administration Center (listed on the National Register of Historic Places), the Navy Broadway Complex, as well as a number of tourist destinations including the Maritime Museum and the Star of India (also listed on the National Register) and public gathering areas.

South Embarcadero: The South Embarcadero is the area south of Market Street at Harbor Drive that continues to the Convention Center. There are a number of important places and destinations in this area as well, including the Convention Center, Seaport Village and the G Street Mole and a number of hotels.

Page 84 - Waterfront District
Circulation and Parking

Delete the second paragraph:

~~South of Grape, Harbor Drive will be narrowed to one lane of traffic in each direction. Parking will be removed and replaced and a pedestrian esplanade will be created. Traffic will be redirected to Pacific Highway and Kettner Boulevard.~~

In its place, the following paragraph should be moved from under the existing *Overall Form* heading to this section:

"Kettner Boulevard, as opposed to Pacific Highway, will be designed as an 'urban street' creating a strong visible edge to the Waterfront District. Street walls and building stepbacks will reinforce this image".

Waterfront District
Add new section, *Design Guidelines*

This section consists of one paragraph (moved from the *Overall Form* section):

"Finally, ~~t~~Io further emphasize the importance of the waterfront,..." continue through the paragraph that begins, "Mechanical equipment, appurtenances and penthouses located on roof tops..."

[END OF WATERFRONT DISTRICT SECTION
COMPLETE TEXT IS ATTACHED AS EXHIBIT C]

North Embarcadero Overlay District

Emphasis

This overlay district is designed to implement the North Embarcadero Visionary Plan (See North Embarcadero Visionary Plan as endorsed by the North Embarcadero Alliance, December 1998). The Zone is intended to enliven the waterfront area and activate the public realm by accommodating a mix of land uses including hotel, office, retail, residential, and entertainment uses throughout the North Embarcadero.

Overall Form

The overall form of the North Embarcadero is consistent with the vision for the entire Waterfront District. The density of development anticipated in this area is consistent with the downtown setting. Mindful of its setting, development is of a larger scale and higher building intensity in the eastern edge and central portions of the North Embarcadero. Height and building intensity "step down" as development approaches the County Administration Center and the Bay.

Land Use

The North Embarcadero District accommodates a mix of land uses consistent with market conditions, the desired character for the area, and restrictions imposed on tidelands property by State law and on areas in close proximity to an active airport. The District envisions a mix of hotel, office, retail and entertainment uses throughout the North Embarcadero and it encourages residential projects where possible to enliven the area. Light industrial and automotive uses are restricted to the area nearest the airport.

Places & Destinations

Bayfront Esplanade - The Bayfront Esplanade is intended to be a continuous public open space spine along the San Diego Bay, anchored by two public spaces, County Terrace and Broadway Landing that each embrace the Bay. The Esplanade is defined by the crescent-shaped bayfront along its western edge and by North Harbor Drive and a consistent backdrop of buildings to the east. The promenade strings together a "necklace" of parks and plazas, which collectively form a "front porch" for the city, creating an active public precinct at the water's edge.

Broadway Landing - Broadway Landing is intended to be one of San Diego's most important civic spaces, commanding a prominent position at the foot of Broadway. Framed by the active edges of B Street, Broadway and Navy Piers, Broadway Landing is an expansive public space that reaches from the grand oval-shaped landscaped park on the Bayfront Esplanade out over the water. Broadway Landing is envisioned to include a public boardwalk lined with outdoor cafés, kiosks, and cultural attractions.

Navy Broadway Complex

Use Navy Broadway Complex section that was moved from the Waterfront District Section. Change the second-to-last paragraph as follows:

"The proposed redevelopment program includes up to one million square feet of commercial, office, hotel and retail uses. Development of the Navy Broadway Complex is an important component of the development of the North Embarcadero District. Every effort should be made to conform to guidelines and goals established in the plans for this district.

Delete the last paragraph:

~~In June 1987, the Navy and the City of San Diego signed a Memorandum of Understanding stating that the Navy and City would enter into an agreement for the future redevelopment of the Navy Broadway complex site. The Memorandum of Understanding specifies that the development agreement will include a development plan, urban design guidelines, and phasing for the project. The "Central Bayfront Design Principals", adopted by the Broadway Complex Coordinating Group on September 22, 1989, establish the basis for the Navy Broadway Complex urban design guidelines.~~

CAC and County Terrace - The County Administration Center (CAC) commands an important site and is a significant historic and cultural landmark in the North Embarcadero. The County Administration Building, completed in 1938, is listed on the National Register of Historic Places. Development surrounding the CAC should complement the landmark character of the building and highlight its unique architectural features. Framed by the majestic palms, the building stands out along the North Embarcadero. The County Terrace, the park-like area in front of the County Administration Building, is bordered by the Grape Street piers to the north and the Maritime Museum to the south. The CAC consists of the historic County Administration Building as well as the land between Grape Street to the north and Ash Street to the south. The County Terrace and CAC are collectively envisioned as a grand civic space that will complement and enhance the landmark structure. Appendix A of this document should be consulted for design guidelines for development in areas surrounding the CAC. [See Exhibit D, "CAC Design Zone Guidelines"]

Circulation and Parking

Streets within the North Embarcadero Overlay District are comprised of three types: vehicular-oriented, pedestrian-oriented, and vehicular and pedestrian oriented streets. Major vehicular through traffic is concentrated on Pacific Highway, thereby allowing North Harbor Drive south of Grape Street to carry less traffic and have a more defined pedestrian orientation. Frequent east-west streets, aligned with the downtown street system, provide convenient vehicular and pedestrian connections between Pacific Highway and North Harbor Drive. The east-west streets, and the resultant grid pattern, offer smaller, more "walkable" blocks and they allow for vehicular and pedestrian linkages throughout the North Embarcadero. (See *Hierarchy of Streets* section of the Centre City Community Plan)

Consistent with their role and character, streets vary in their provision of parking and service access (driveways).

Pacific Highway

Pacific Highway is intended to be an elegant, tree-lined boulevard accommodating though traffic and pedestrian circulation. The street is designed with six travel lanes, a center turn lane and/or median, two parking lanes and two fourteen foot sidewalks. A consistent 130-foot wide street section from Hawthorn Street continuing south to the intersection of Harbor Drive is envisioned, along with basic streetscape improvements for the portion of Pacific Highway between Hawthorn and Laurel Streets.

North Harbor Drive

North Harbor Drive is envisioned as a narrow, pedestrian-oriented street with ample on-street parking, providing waterfront access and slowing traffic. North Harbor Drive is designed with three travel lanes, parallel parking (east side) and diagonal parking (west side), and 20-foot wide (east side) and 10-foot wide (west side) sidewalks. Its design includes wider sidewalks at street intersections to enhance the pedestrian orientation of the street.

Broadway

As downtown's principal "grand ceremonial street", Broadway will connect the waterfront and Broadway Landing to the heart of downtown. Between the Santa Fe Depot and North Harbor Drive, buildings are set back from the established right-of way, providing both views and a grand promenade to the Bay. Broadway is designed with four travel lanes, a center turn lane and/or median, two parking lanes, and two wide "paseos" that widen to a plaza at North Harbor Drive.

East-West Streets

East-west streets in the North Embarcadero are intended to provide convenient and frequent access to the bayfront for motorists, bicyclists and pedestrians. Where possible, the east-west streets cross the Burlington Northern Santa Fe Railroad tracks, connecting the downtown with the Bay. East-west streets are designed with three travel lanes, two parking lanes and two sidewalks with a minimum width of 14 feet on each side. East-west streets have the character of a public street or otherwise feel welcoming to the general public.

Parking

The parking supply in North Embarcadero should accommodate both the general public and development. Development in the area should construct parking to accommodate demand, and provisions will be made, where possible, for shared public use during off hours.

Design Guidelines

Design Guidelines for North Embarcadero are intended to guide the style, type and

quality of development described in the North Embarcadero Visionary Plan. The Visionary Plan contains comprehensive discussion of these issues. The document should be consulted as background for a full understanding of the vision for the North Embarcadero area. Guidelines, in addition to those outlined in the Waterfront District and specific development regulations outlined in the Centre City Planned District Ordinance, are as follows:

Along Broadway, canopies and other structures should be designed to minimize impacts to views down that street.

Curb cuts are not permitted along North Harbor Drive except for access to County Administration Center.

At Broadway, vehicular entry courts should be as small as possible and not located within a 40-foot wide pedestrian zone. The pedestrian zone is defined as the area adjacent to the roadway; it allows for vehicular-free "paseo" linking Santa Fe Depot with Broadway Landing Park.

Use of shared driveways is encouraged.

Access to parking and loading areas should be screened from predominant view, and designed to allow vehicles to maneuver on site without obstructing public pedestrian or vehicular circulation.

Large parking lots and structures should be located away from and should not front on North Harbor Drive to enhance the quality of the public realm at the water's edge. Parking structures should not exceed 60 feet in height.

Every reasonable effort should be made to provide two levels of below-grade parking prior to the provision of above-grade parking. Underground parking must be a full level below grade; partially depressed parking disrupts street-level activity and creates a physical barrier between the street and the development frontage.

Structured parking should be either completely encapsulated or visually screened by means of other uses. Ceiling mounted lighting within the structure should be screened from grade-level view.

Along the Bayfront, structures must be designed to minimize blockage of views to the Bay from the Embarcadero. Structures should be highly articulated and compatible with the pedestrian scale of the area. Its character should be one of lightness and transparency.

New buildings should emphasize compatibility of form, materials, and colors with

the County Administration Building. Appendix A contains specific design guidelines for development in areas adjacent to the CAC.

[END OF NORTH EMBARCADERO OVERLAY DISTRICT SECTION
COMPLETE TEXT IS ATTACHED AS EXHIBIT E, "NORTH EMBARCADERO
OVERLAY DISTRICT"]

HIERARCHY OF STREETS

Page 100 - *Crosstown Links*

Delete reference to Pacific Highway in the last sentence of the first paragraph:

"These streets are Broadway, Market, Laurel, Fourth, Fifth, Sixth and Sixteenth Streets, Kettner Boulevard, and Imperial Avenue, and Pacific Highway."

Page 100 - *District Center Streets*

Amend last sentence: "...District Center Streets include ~~India, Grape, and C~~ streets (outside the North Embarcadero District), India, Twelfth and G."

Page 102 - 109. Amend Figures 30 - 37.

Page 111 - Delete the last sentence of the fifth paragraph:

~~In no case should the 15-foot minimum sidewalk width be reduced.~~

[Insert on page 118 - Add diagram (as Figure 44.5) from Visionary Plan showing Pacific Highway, North Harbor Drive/Esplanade, Broadway at Harbor Drive and East/West Streets within the North Embarcadero Overlay District as on Exhibit F, "Street Sections, North Embarcadero"]

Page 114 - "TYPE 3: 120-FOOT RIGHT-OF-WAY (~~PACIFIC HIGHWAY~~)"

Page 123 - SIDEWALK WIDENING - Amend:

Wherever possible in the downtown, the sidewalk should be widened beyond the ~~45-~~ foot minimum standard ~~for downtown.~~

Page 153 - *Design Guidelines for the Pacific Highway - County Administration Center Design Zone.* [The Design Guidelines are modified to reflect design criteria for the North Embarcadero. See Exhibit D, "County Administration Center Design Zone Guidelines"]

[END OF PROPOSED AMENDMENTS TO CENTRE CITY COMMUNITY PLAN]

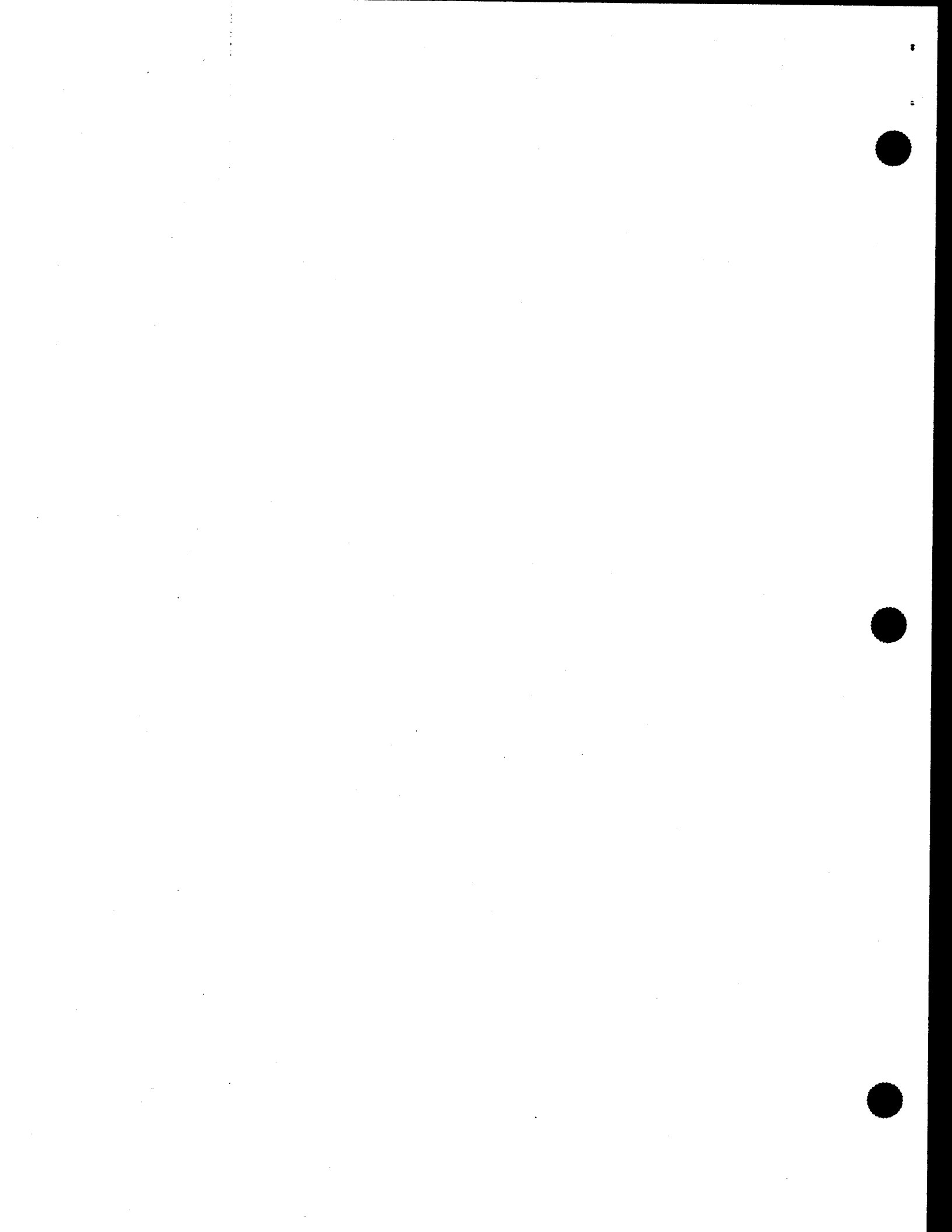
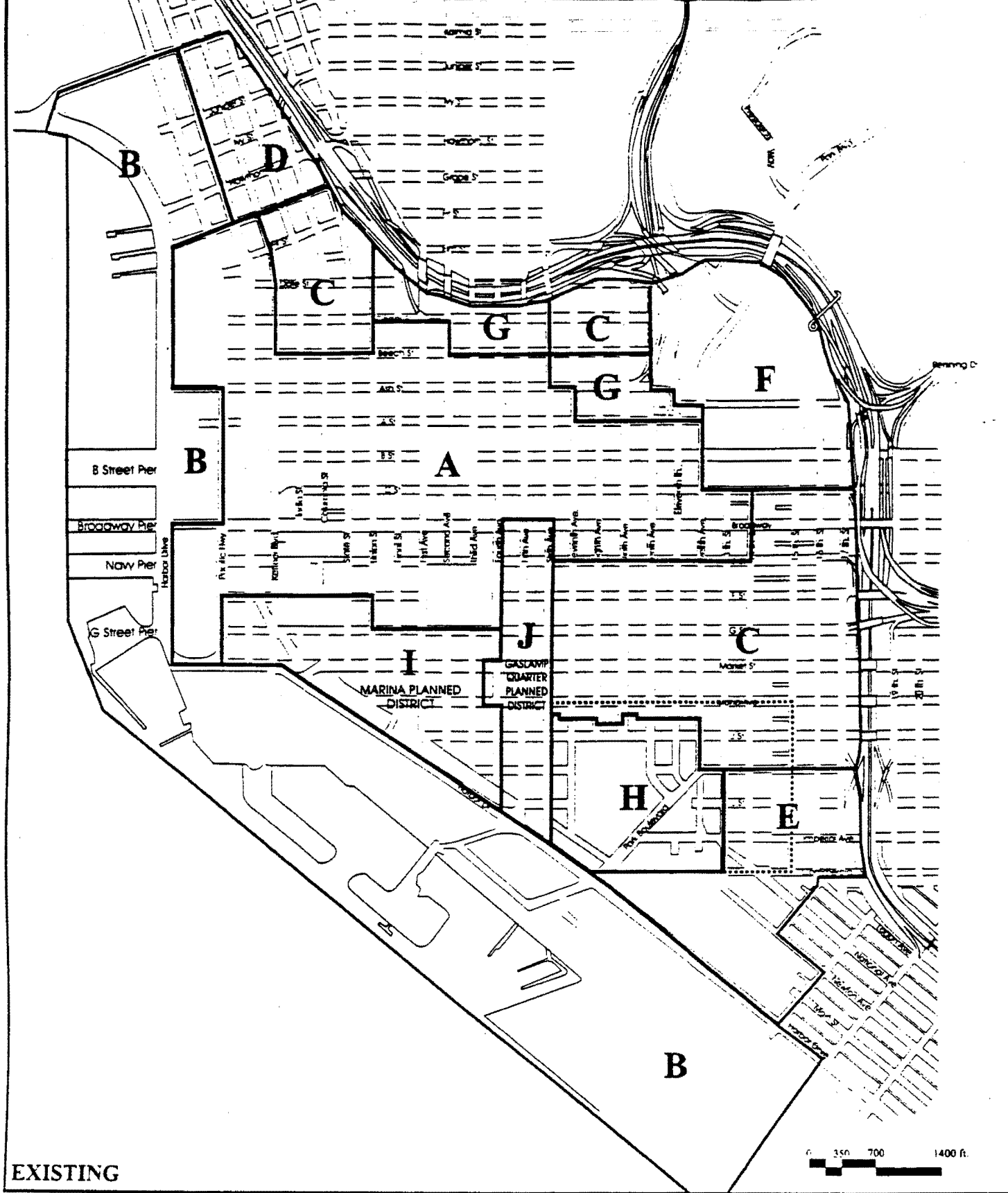


EXHIBIT A

PROPOSED AMENDMENTS TO
COMMUNITY PLAN FIGURES

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EXISTING

LAND USE EMPHASIS

August 10, 1999



- A. Commercial / Office District
- B. Recreation / Visitor / Marine District
- C. Mixed Use / Residential Emphasis District
- D. Mixed Use District

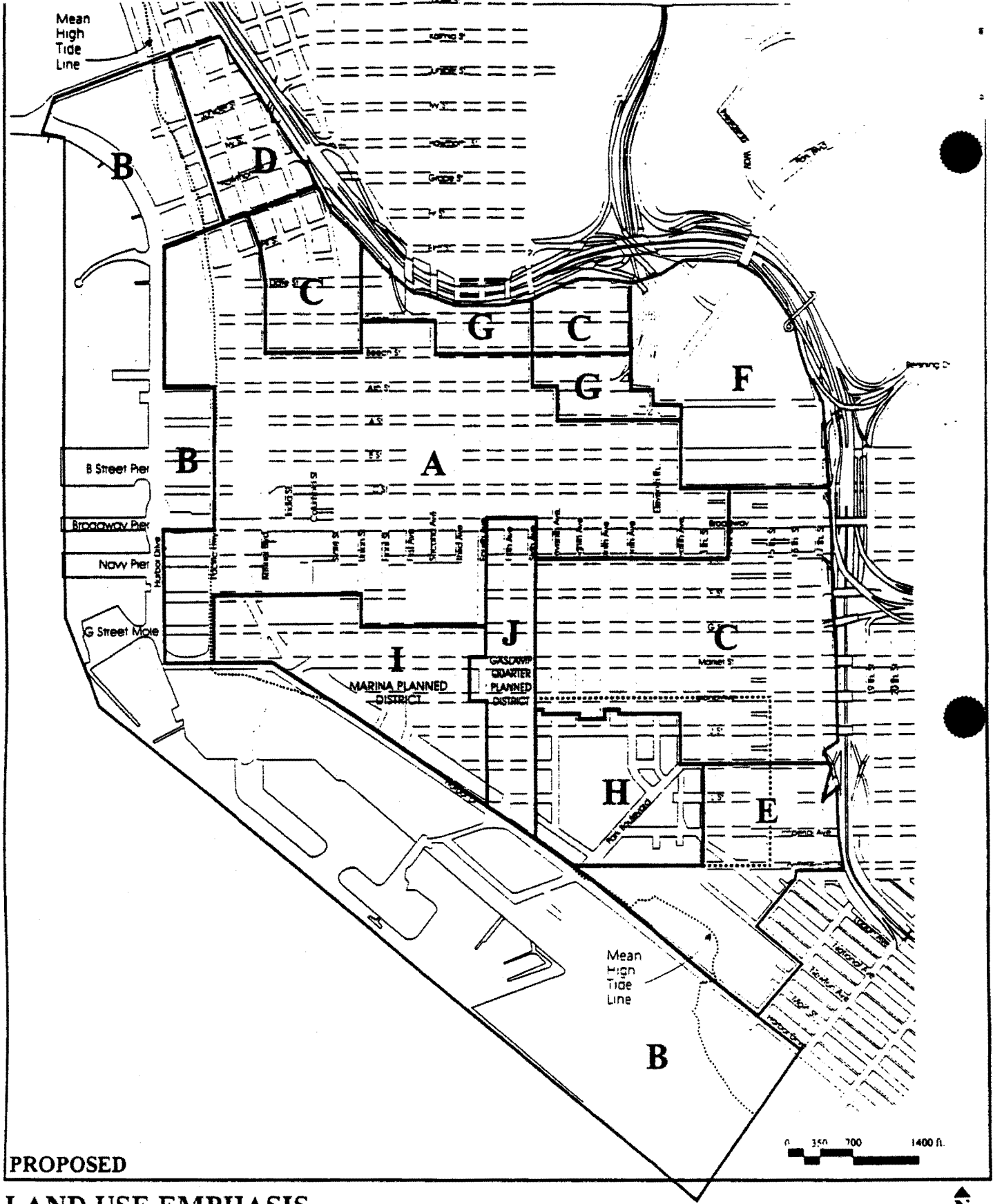
- E. Commercial Services District
- F. Institutional District
- G. Hotel / Residential District
- H. Sports / Entertainment District
- I. Marina Planned Arca
- J. Gaslamp Quarter Planned District

Balpark Protection Zone

FIG



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PROPOSED
LAND USE EMPHASIS

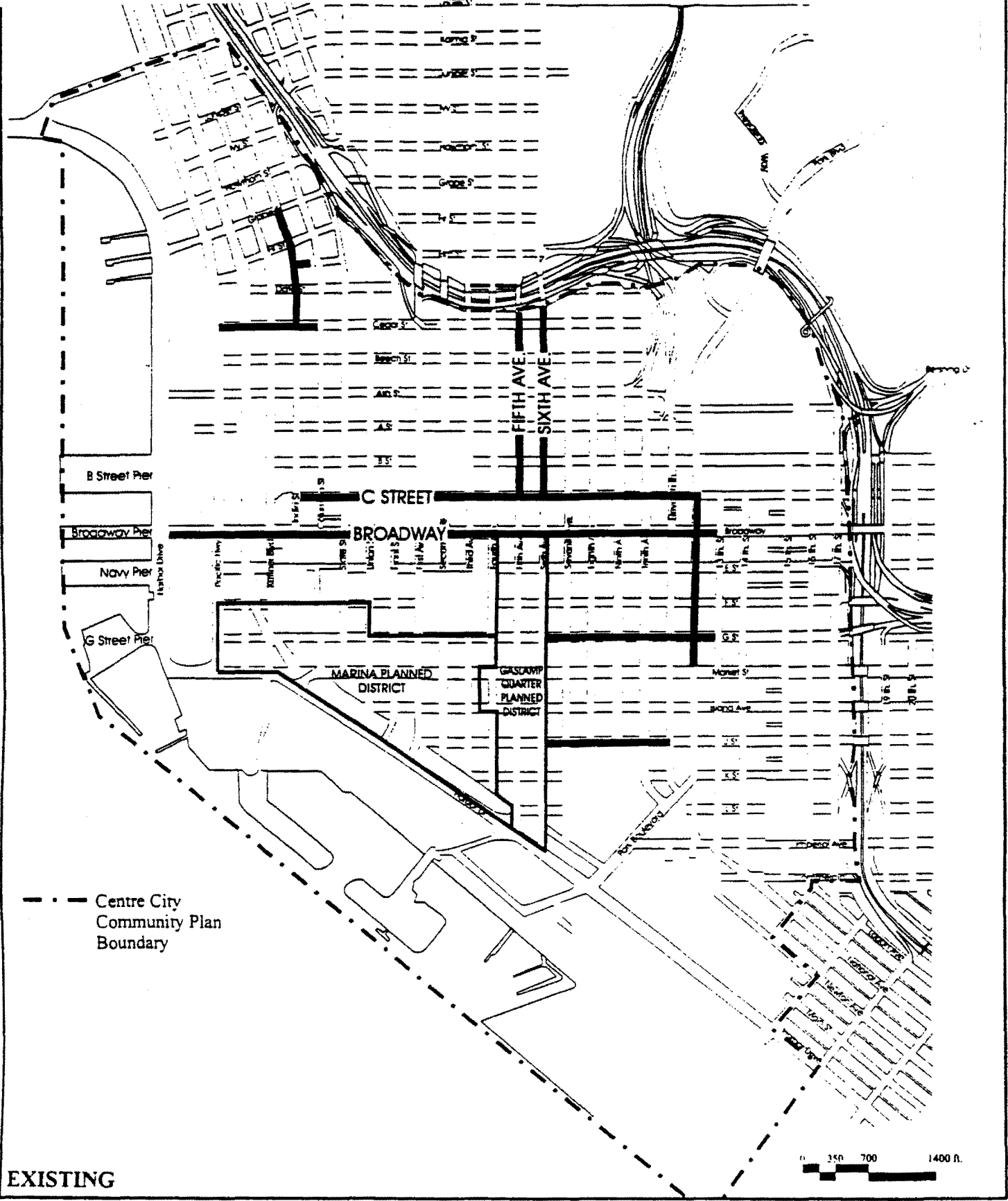
- A. Commercial / Office District
- B. Recreation / Visitor / Manne District
- C. Mixed Use / Residential Emphasis District
- D. Mixed Use District

- E. Commercial Services District
- F. Institutional District
- G. Hotel / Residential District
- H. Sports / Entertainment District
- I. Marina Planned Area
- J. Gaslamp Quarter Planned District

Ballpark Protection Zone

FIG





STREET LEVEL USES

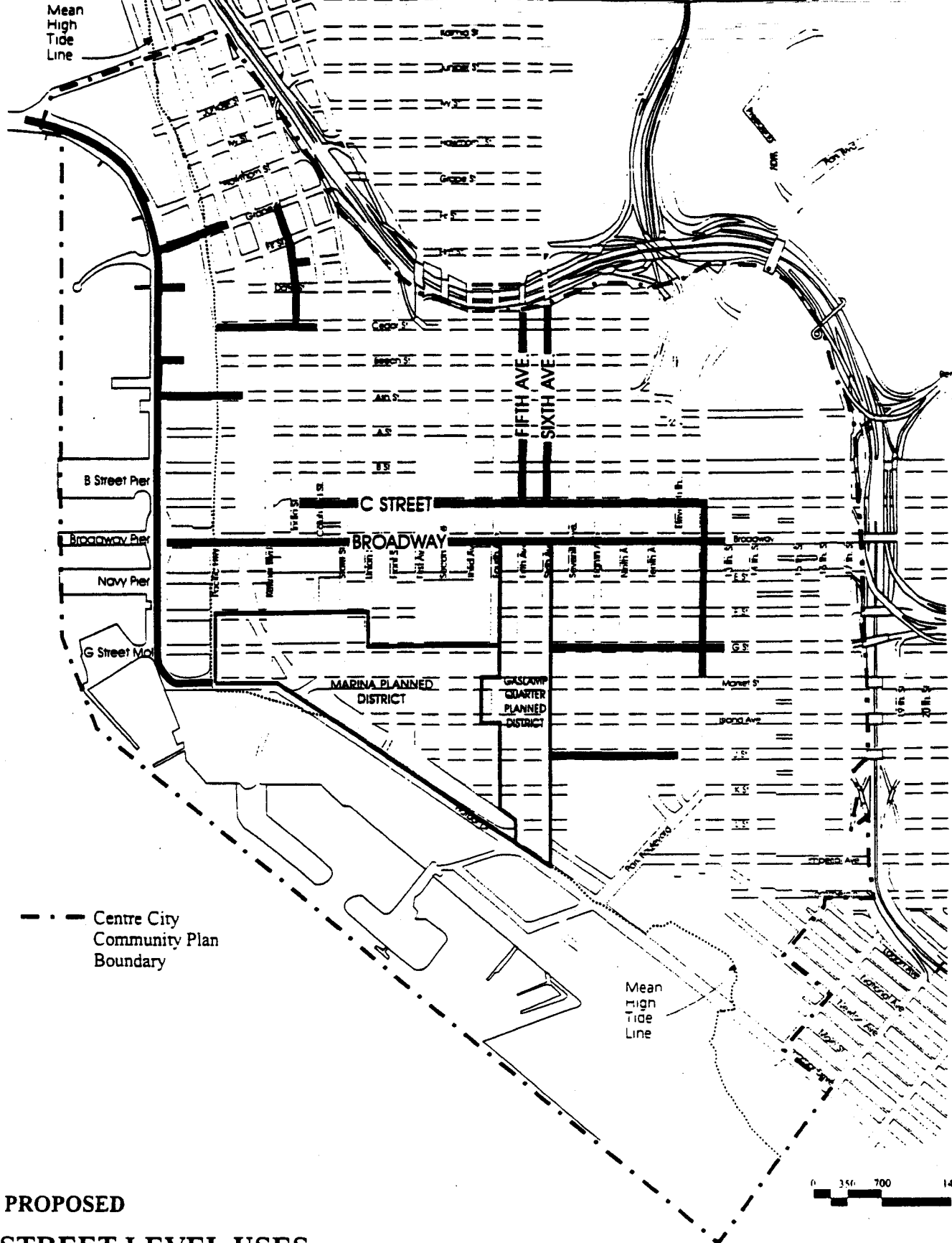
— Required Locations for Street Level Uses

August 10, 1999

FIG



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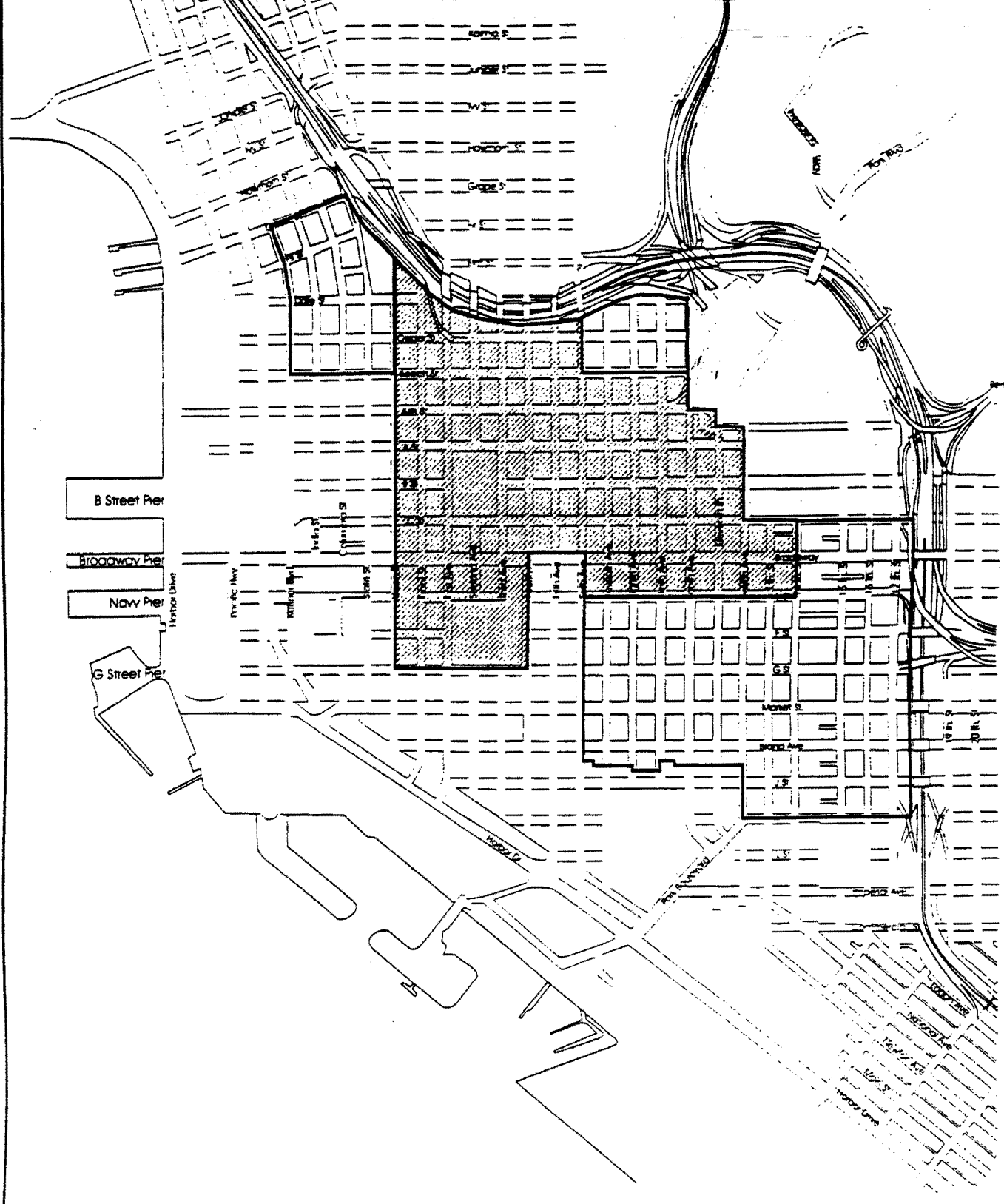
**PROPOSED
STREET LEVEL USES**

— Required Locations for Street Level Uses




N
FIG
2







EXISTING

HOUSING

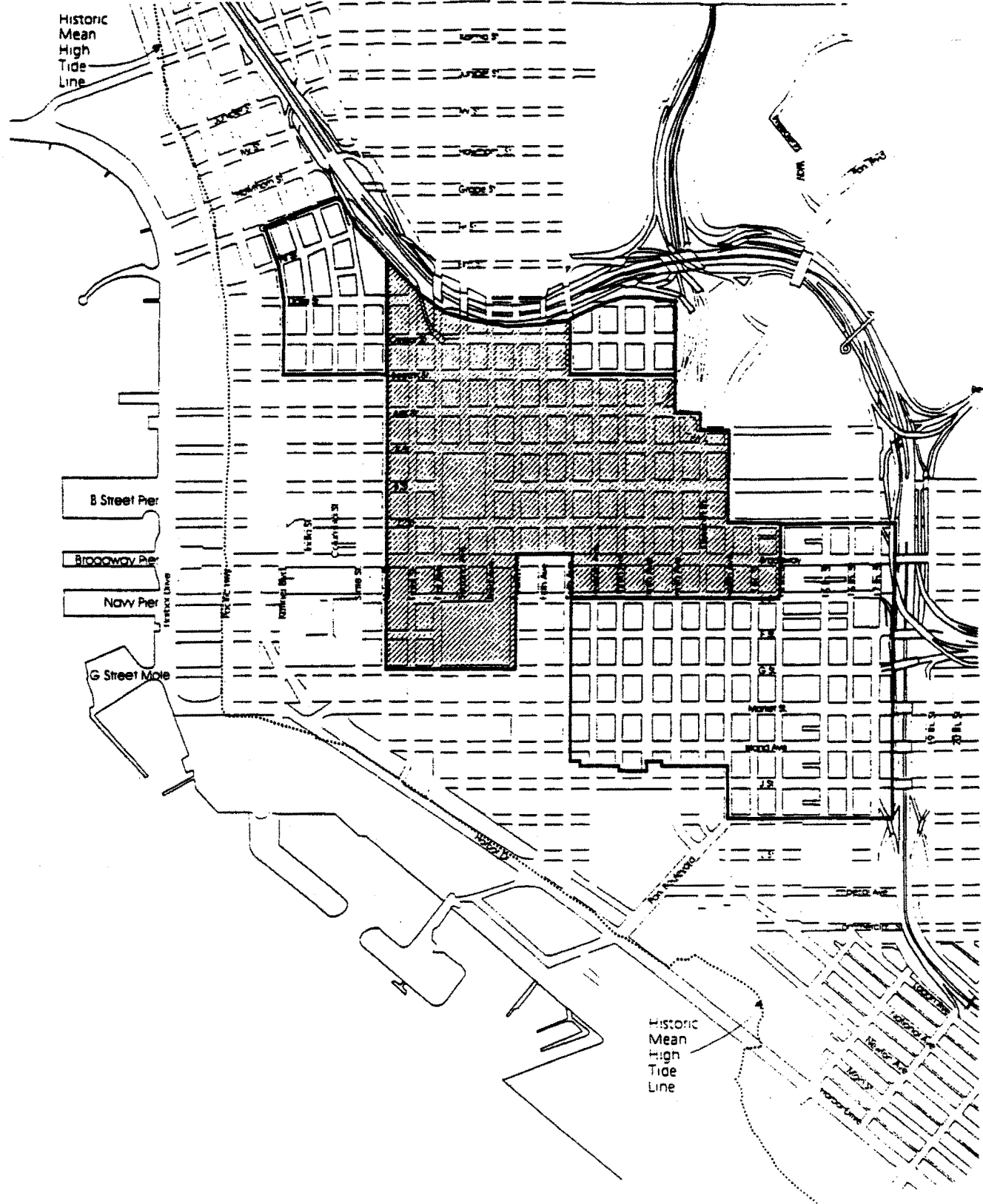
August 10, 1999 

-  Mixed Use Residential Emphasis Areas (Maximum 80% residential project required unless otherwise specified)
-  Residential Bonus Area (80% residential project may achieve an additional 2.0 Floor Area Ratio)



FIG 



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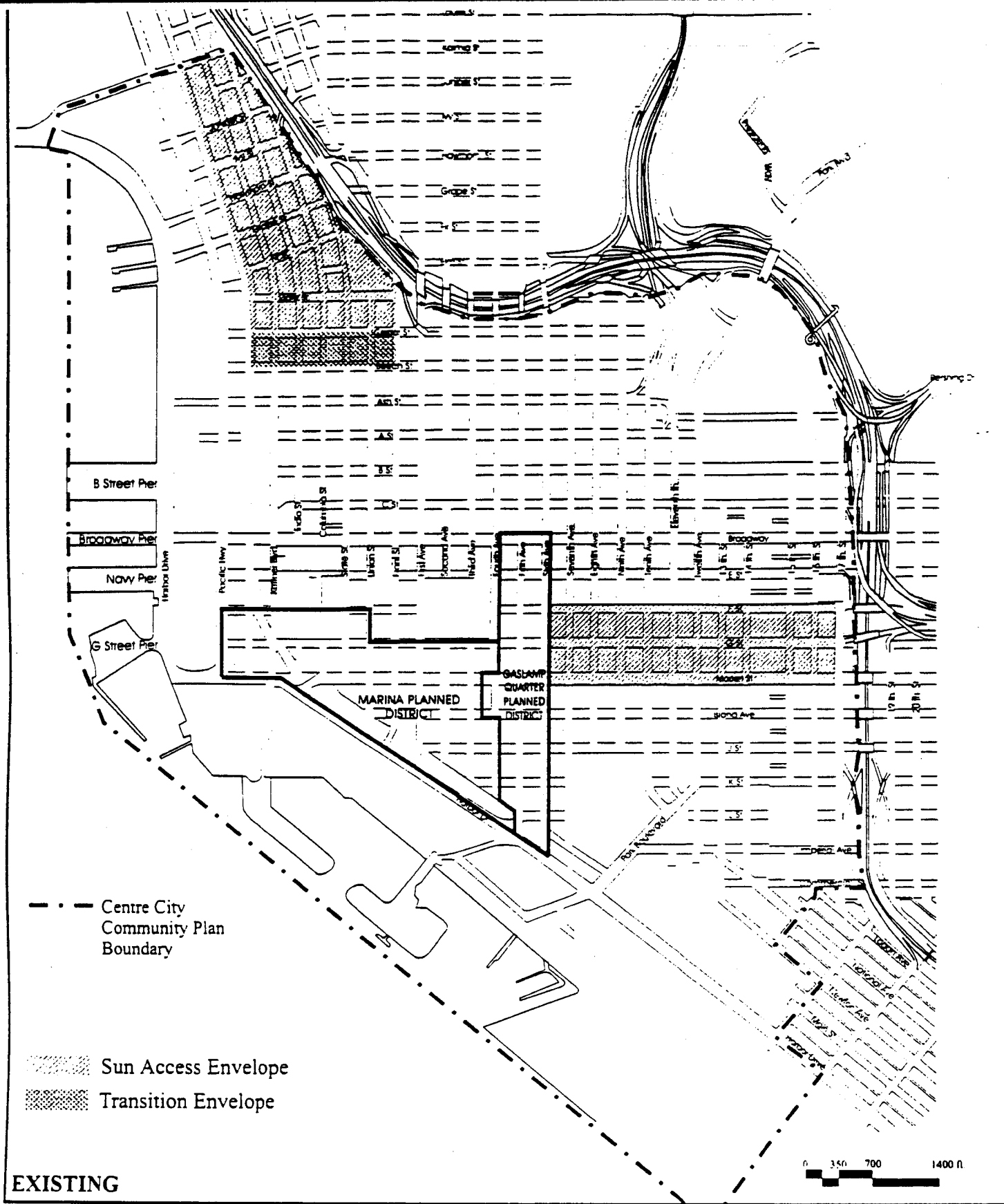


**PROPOSED
HOUSING**

-  Mixed Use / Residential Emphasis Areas (Maximum 80% residential project required unless otherwise specified)
-  Residential Bonus Area (80% residential project may achieve an additional 2.0 Floor Area Ratio)



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--- Centre City Community Plan Boundary

▨ Sun Access Envelope
 ▩ Transition Envelope

EXISTING

SUN ACCESS CRITERIA

0 350 700 1400 ft

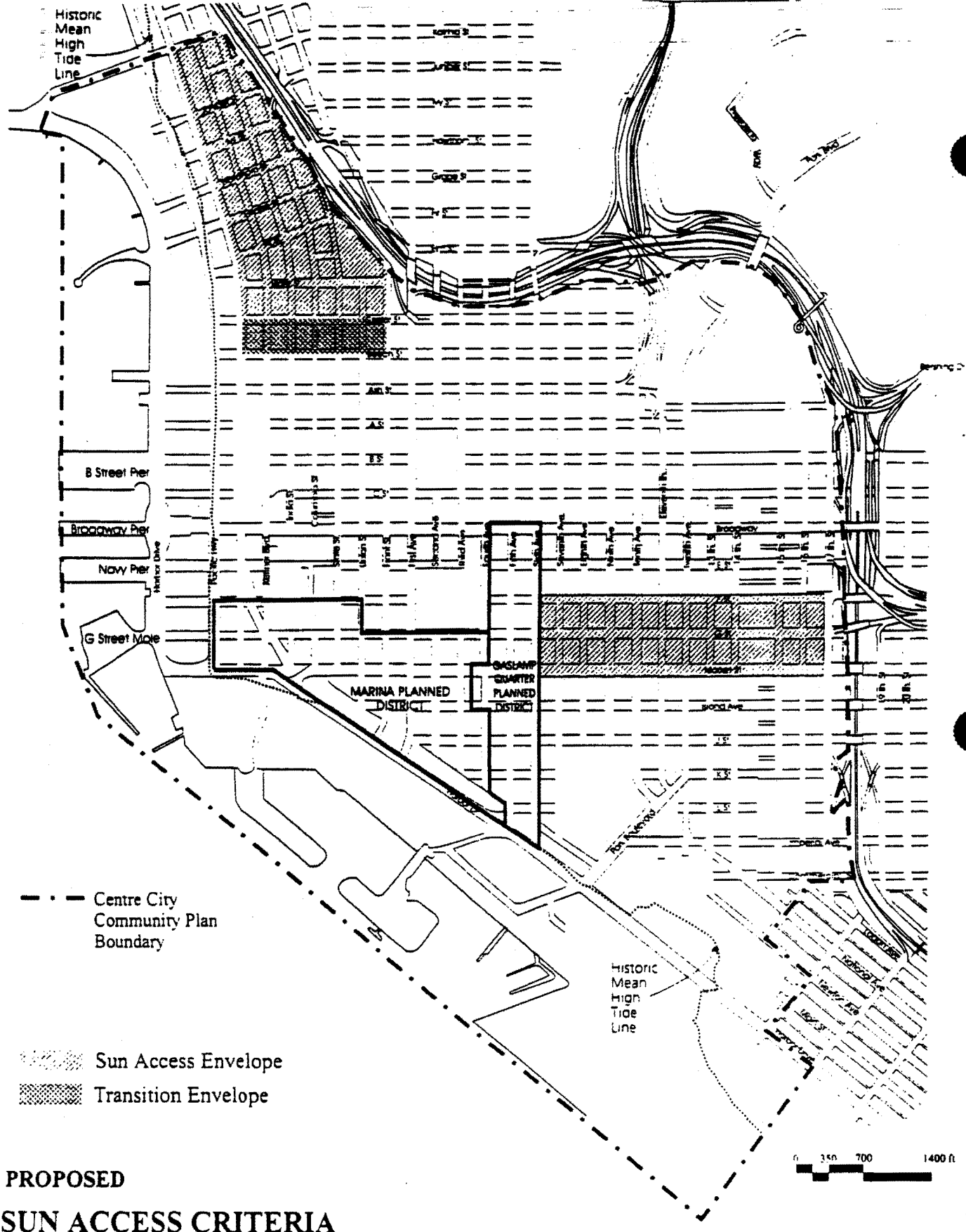
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FIG
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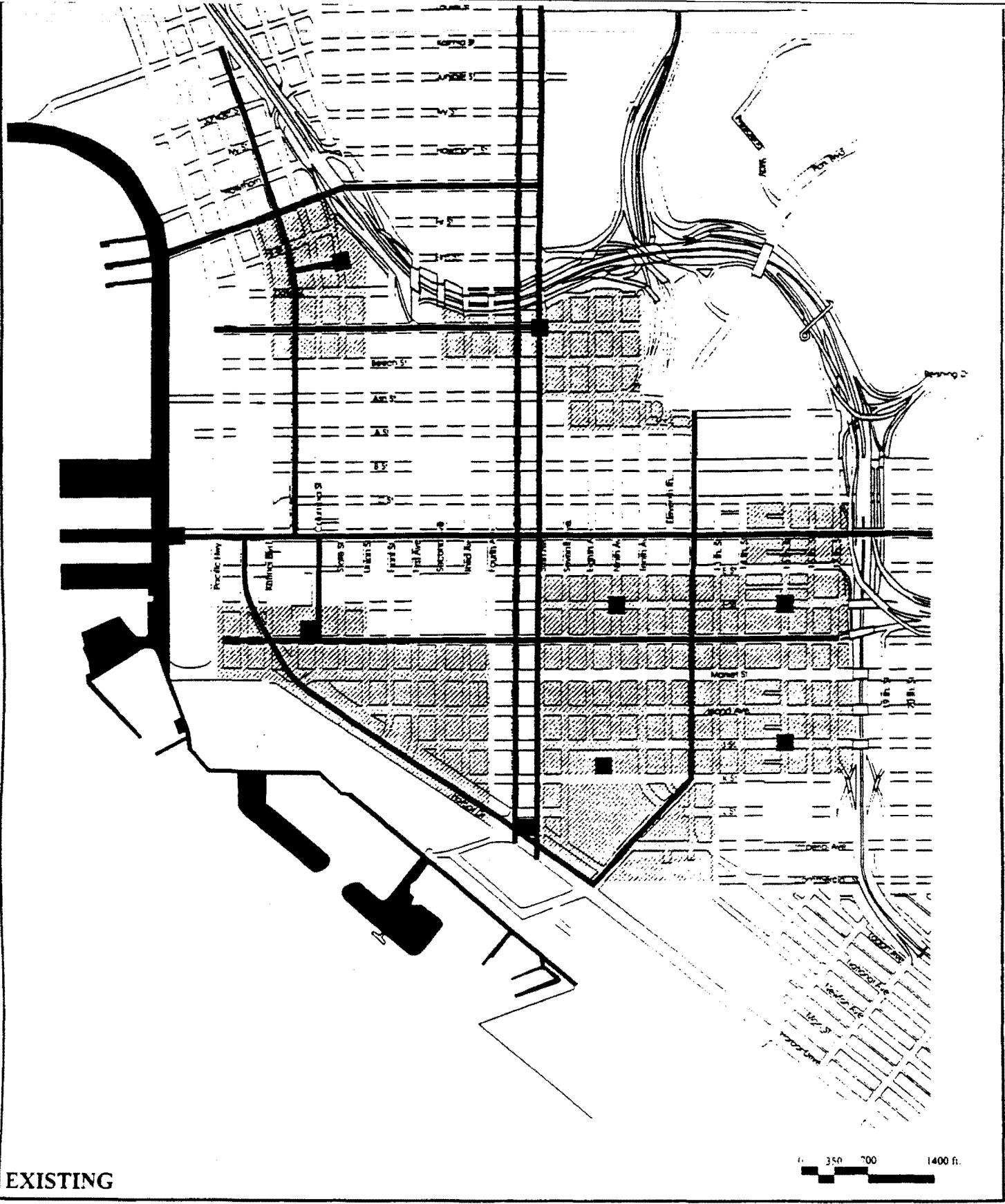
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**PROPOSED
SUN ACCESS CRITERIA**




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EXISTING

NEIGHBORHOODS

August 10, 1999 




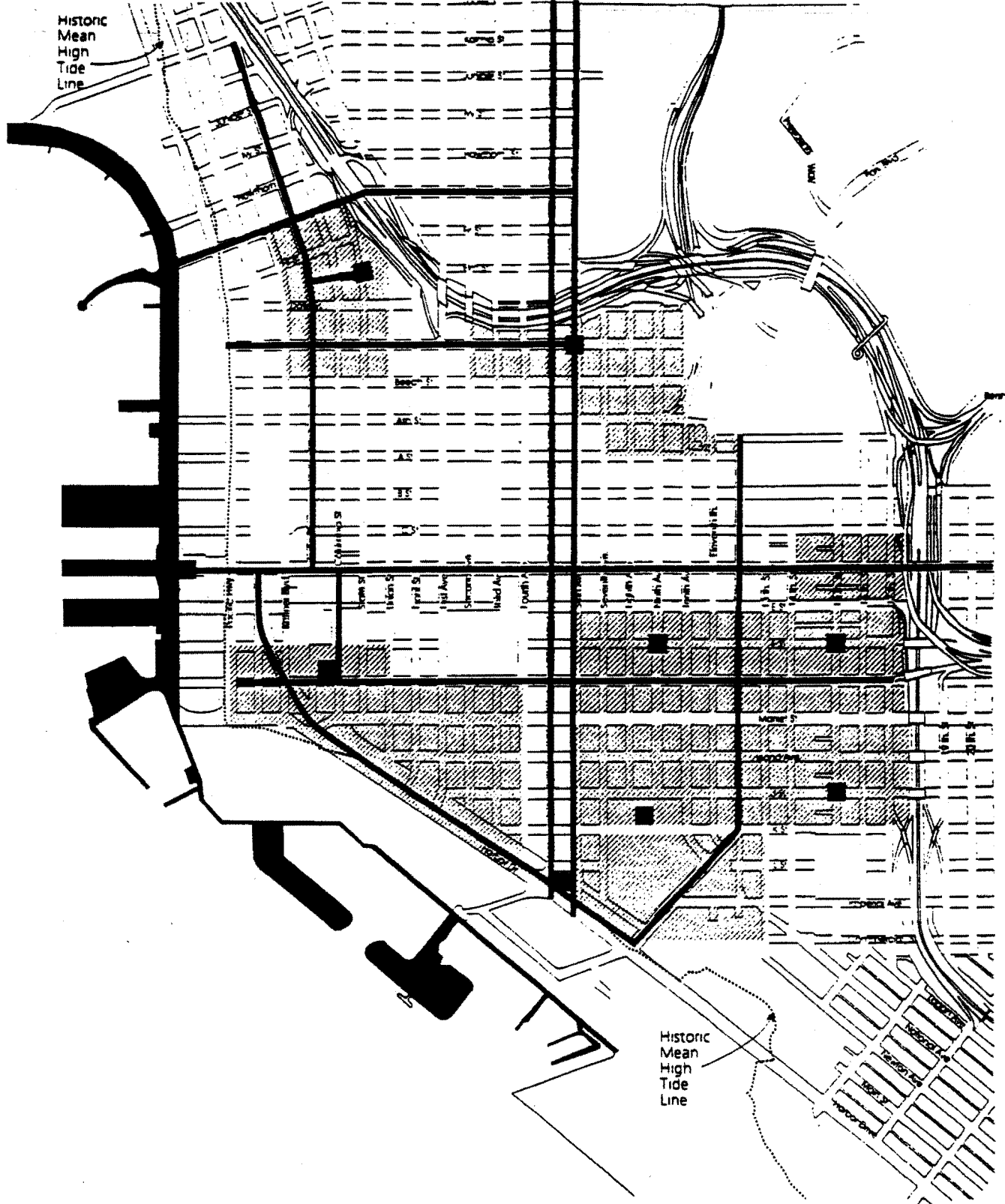
-  Neighborhoods
-  Neighborhood Connections
-  Neighborhood Open Space

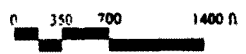
FIG
6






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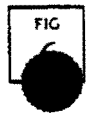
**PROPOSED
NEIGHBORHOODS**



-  Neighborhoods
-  Neighborhood Connections
-  Neighborhood Open Space



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San Diego International Airport

Laurel Street

Balboa Park

Pacific Highway

County Building

Santa Fe Depot

Kettner & Broadway Transfer Station

C Street

Seaport Village

Horton Plaza

Convention Center

Harbor Drive

Gaslamp South

12th Avenue

Imperial & 12th Transfer Station

Commercial Street



0 400 800 feet

MTDB

Bayside LRT Alignment






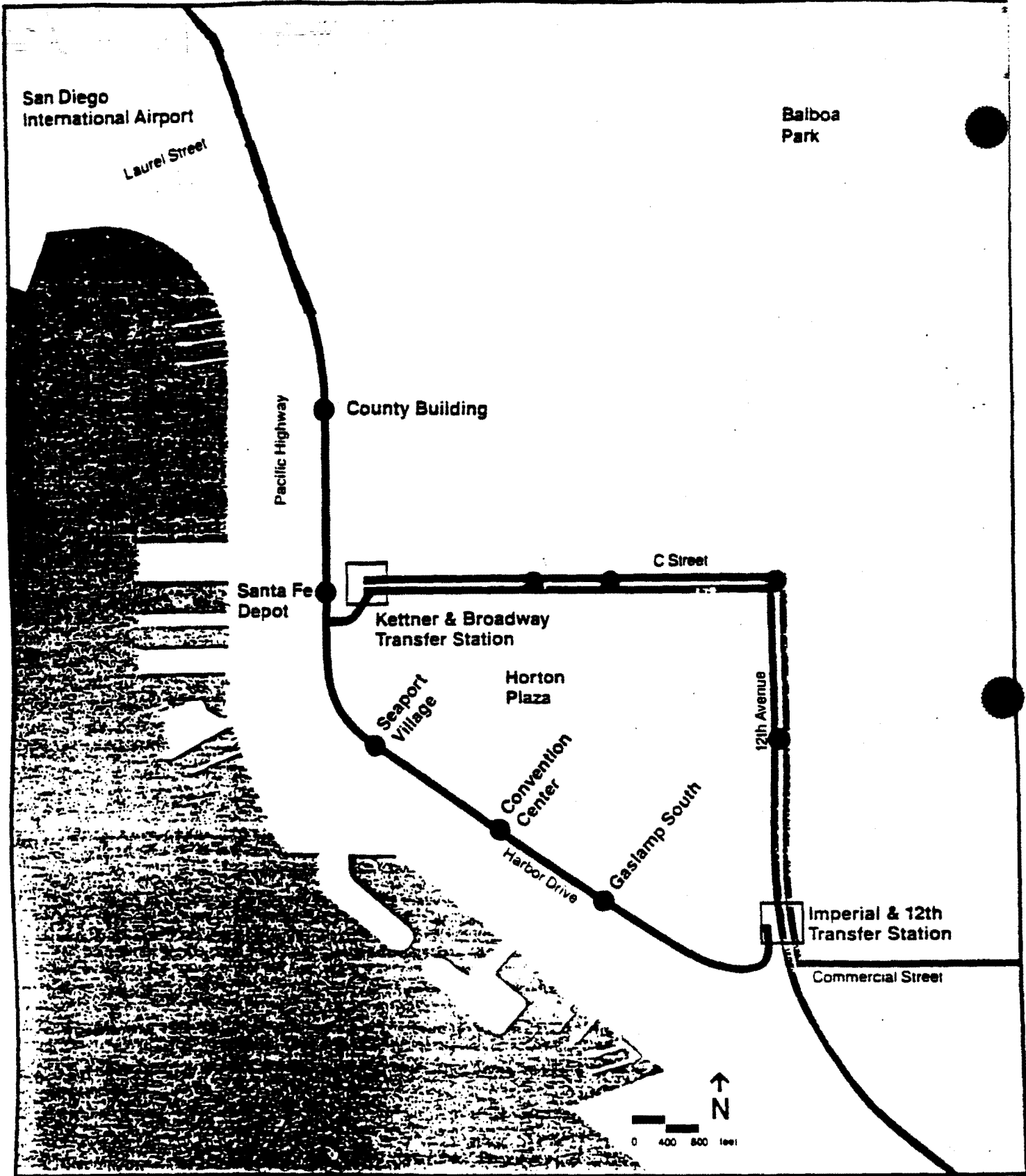
-  Bayside Alignment
-  Existing South and East LRT Lines
-  LRT Stations
-  Transfer Stations
-  Future LRT Extensions.

FIG. 8



San Diego International Airport

Balboa Park

Laurel Street

Pacific Highway
County Building

Santa Fe Depot

Kettner & Broadway Transfer Station

C Street

Seaport Village

Horton Plaza

Convention Center

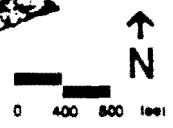
12th Avenue

Harbor Drive

Gaslamp South

Imperial & 12th Transfer Station

Commercial Street

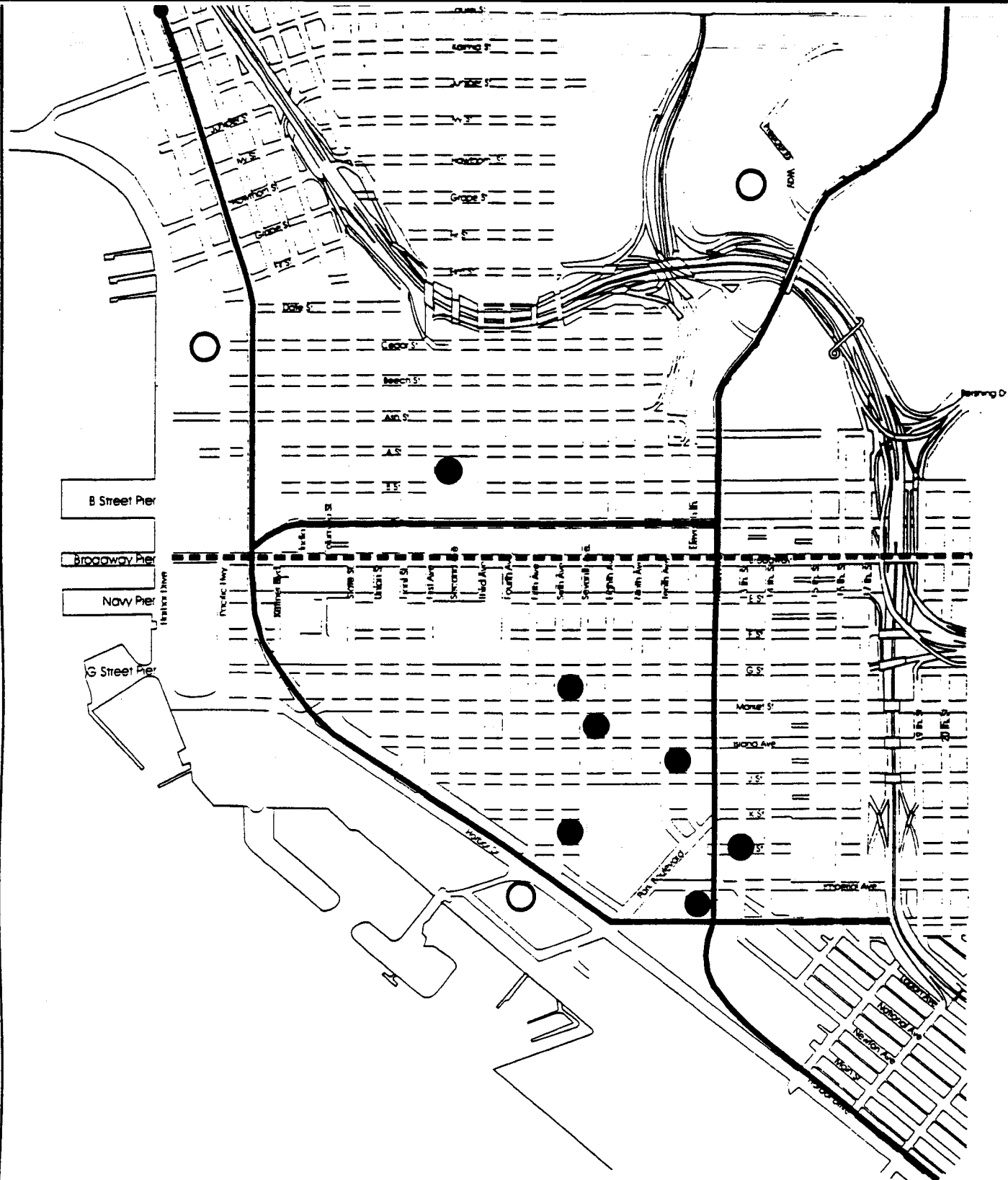


MTDB

Bayside LRT Alignment

- Bayside Alignment
- Existing South and East LRT Lines
- LRT Stations
- Transfer Stations

FIG. 8



EXISTING

PARKING MANAGEMENT

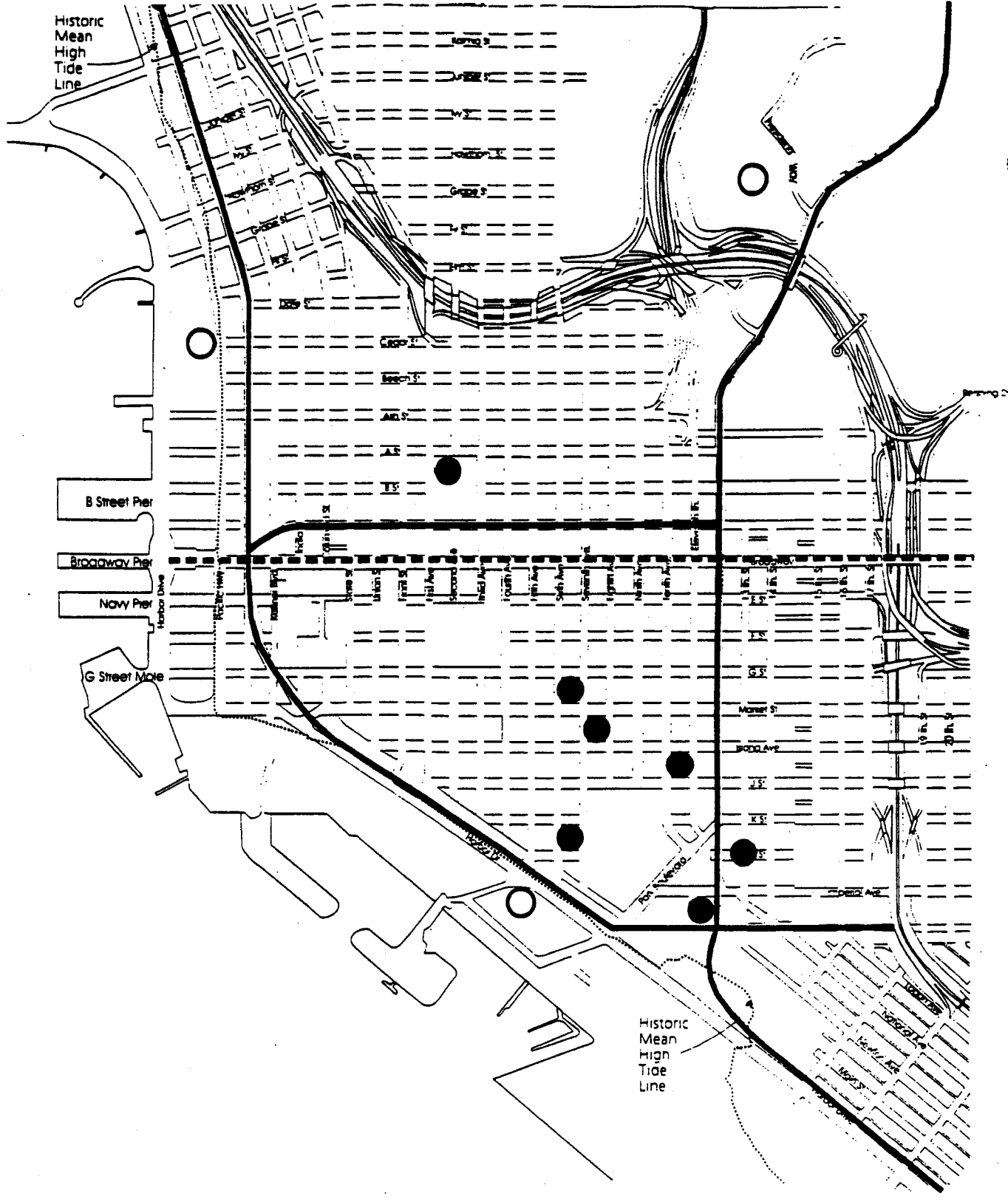
August 10, 1999

- Broadway Transit / Pedestrian Mall
- Light Rail Transit
- Potential Parking Resources
- Potential Parking Deficiency

FIG
9

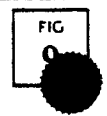


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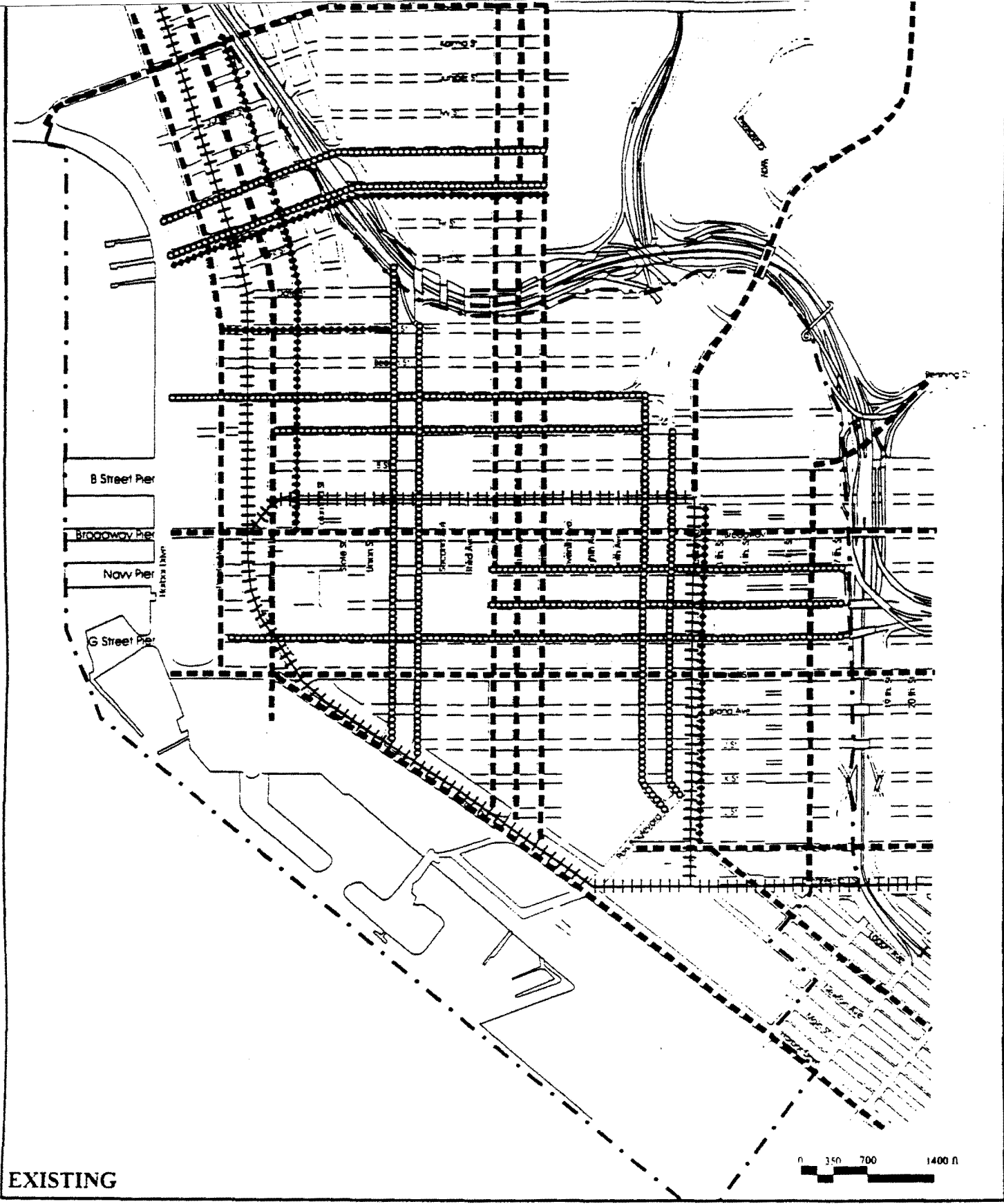


PROPOSED PARKING MANAGEMENT

- Broadway Transit / Pedestrian Mall
- Light Rail Transit
- Potential Parking Resources
- Potential Parking Deficiency



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EXISTING

HIERARCHY OF STREETS

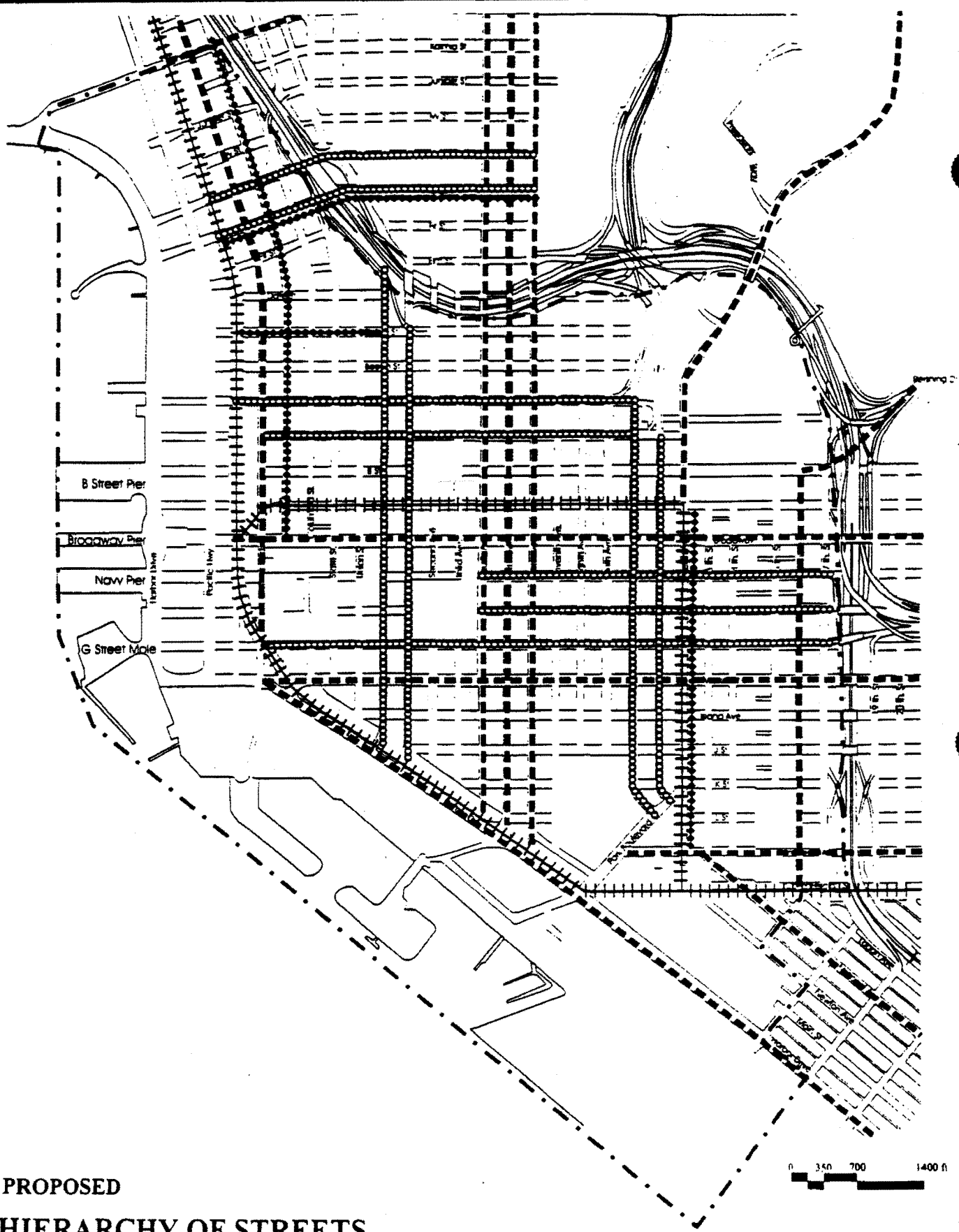
August 10, 1999

- District Center Streets
- ==== District Streets
- · - · - · Centre City Community Plan Boundary
- Freeway Couplets
- · — · — · Crosstown Links
- + + + + + + + + Transit Streets



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FIG. 1



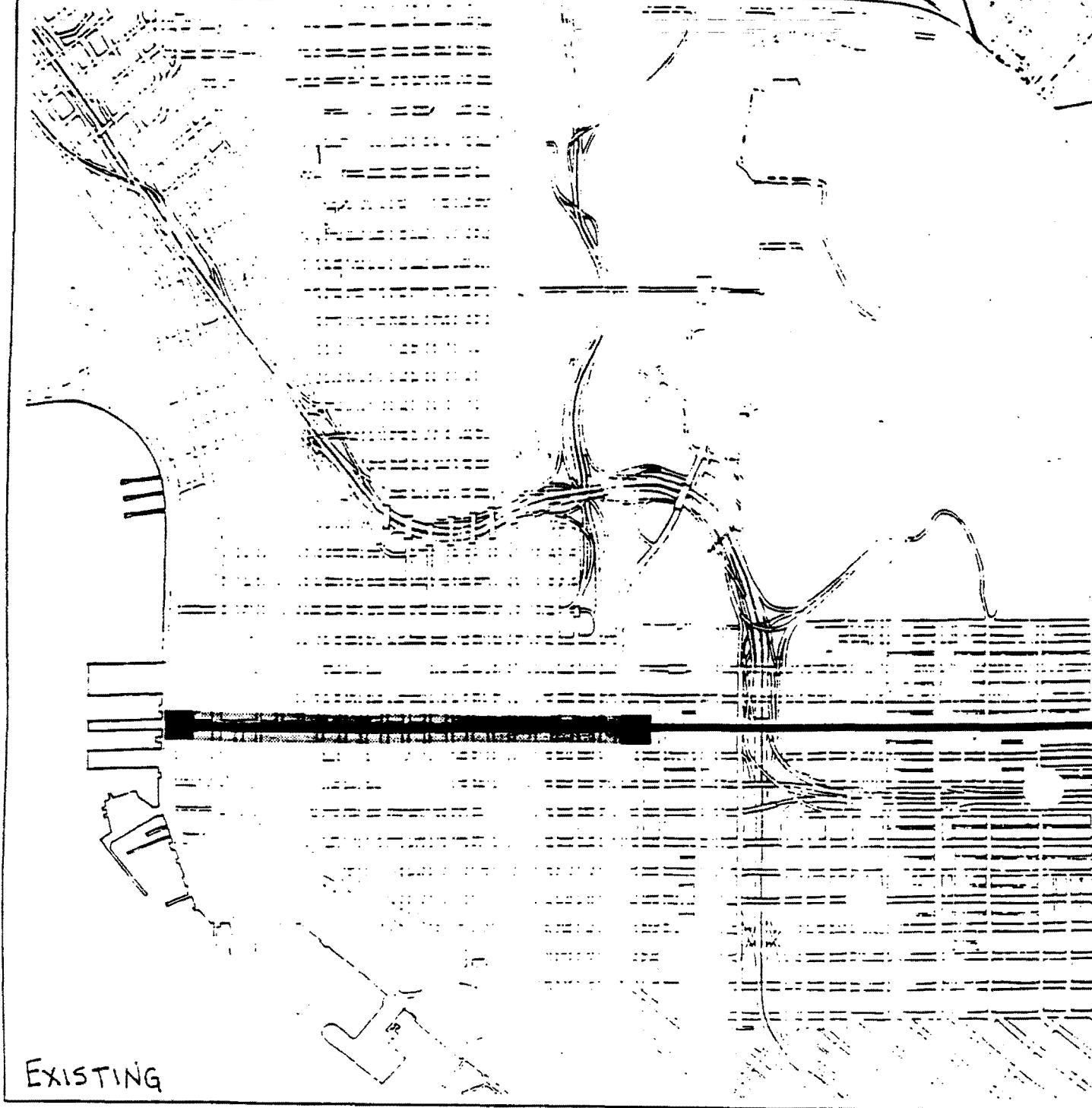
**PROPOSED
HIERARCHY OF STREETS**

- ◆◆◆◆◆◆◆◆ District Center Streets
- ==== District Streets
- . - . - . Centre City Community Plan Boundary
- ○ ○ ○ ○ ○ Freeway Couplets
- Crosstown Links
- +++++ Transit Streets



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FIG
10



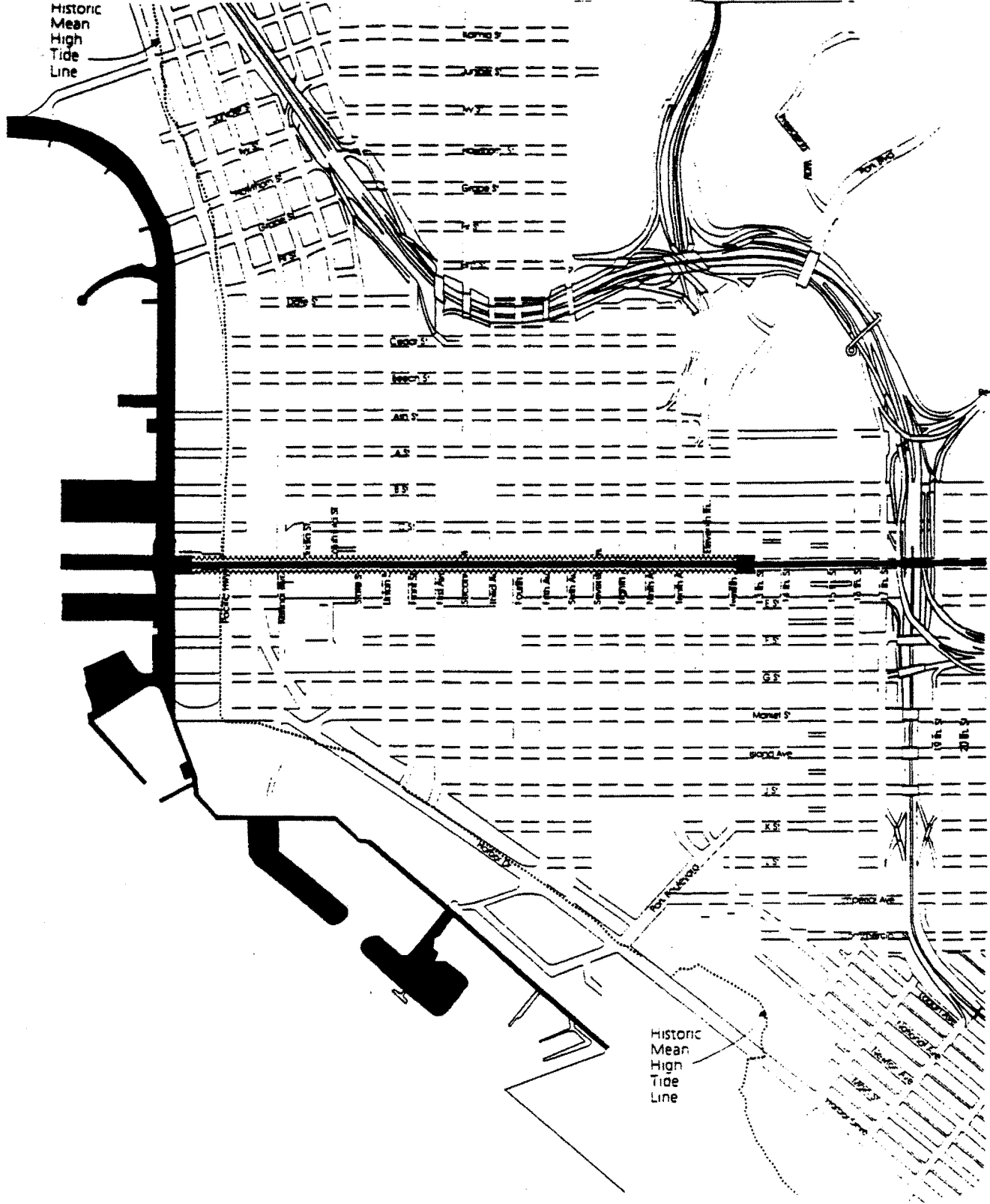
EXISTING

THE BROADWAY SPINE

▲
N
FIG.
11



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**PROPOSED
BROADWAY SPINE**

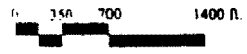
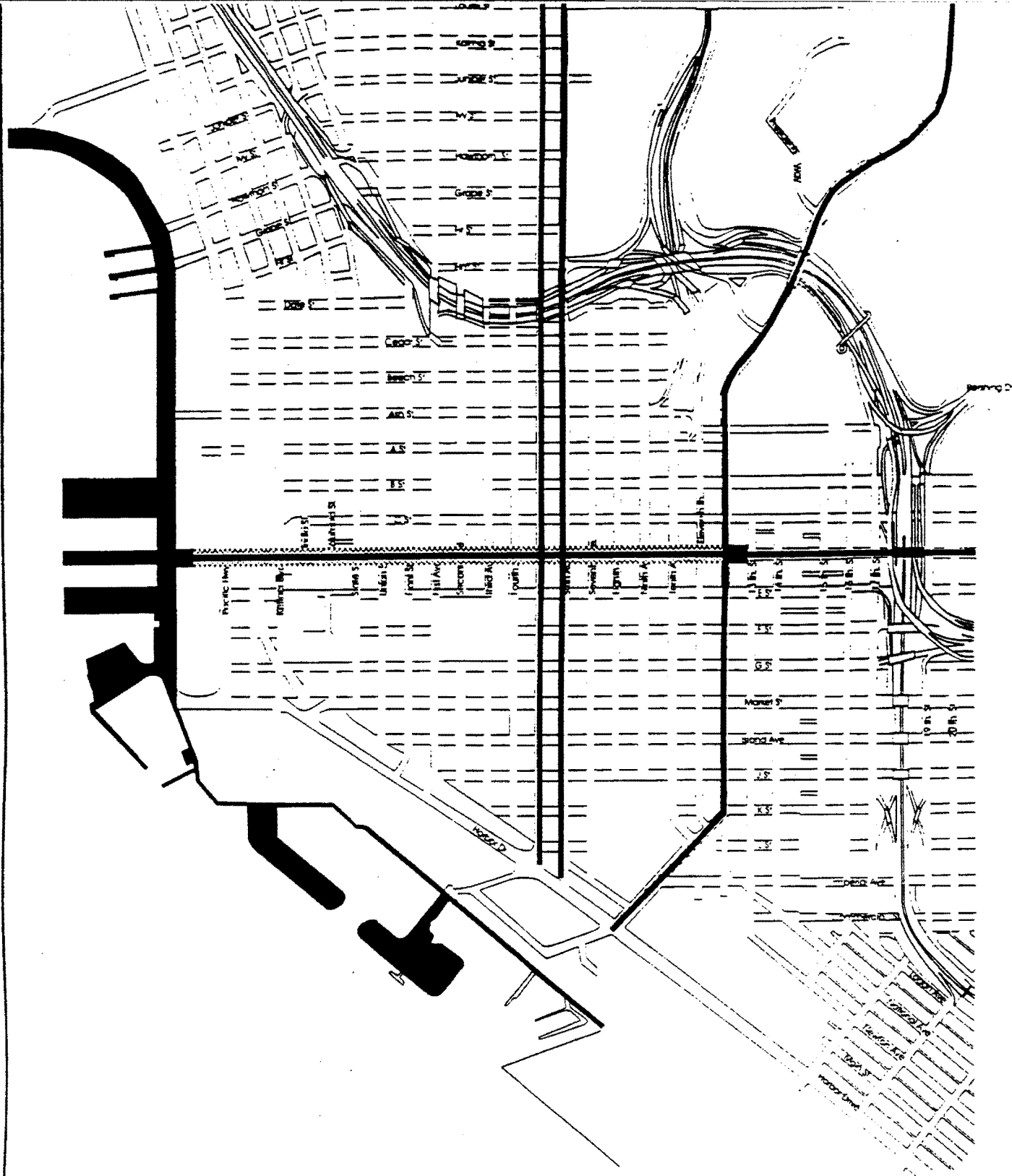
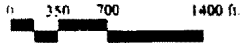


FIG
11





EXISTING



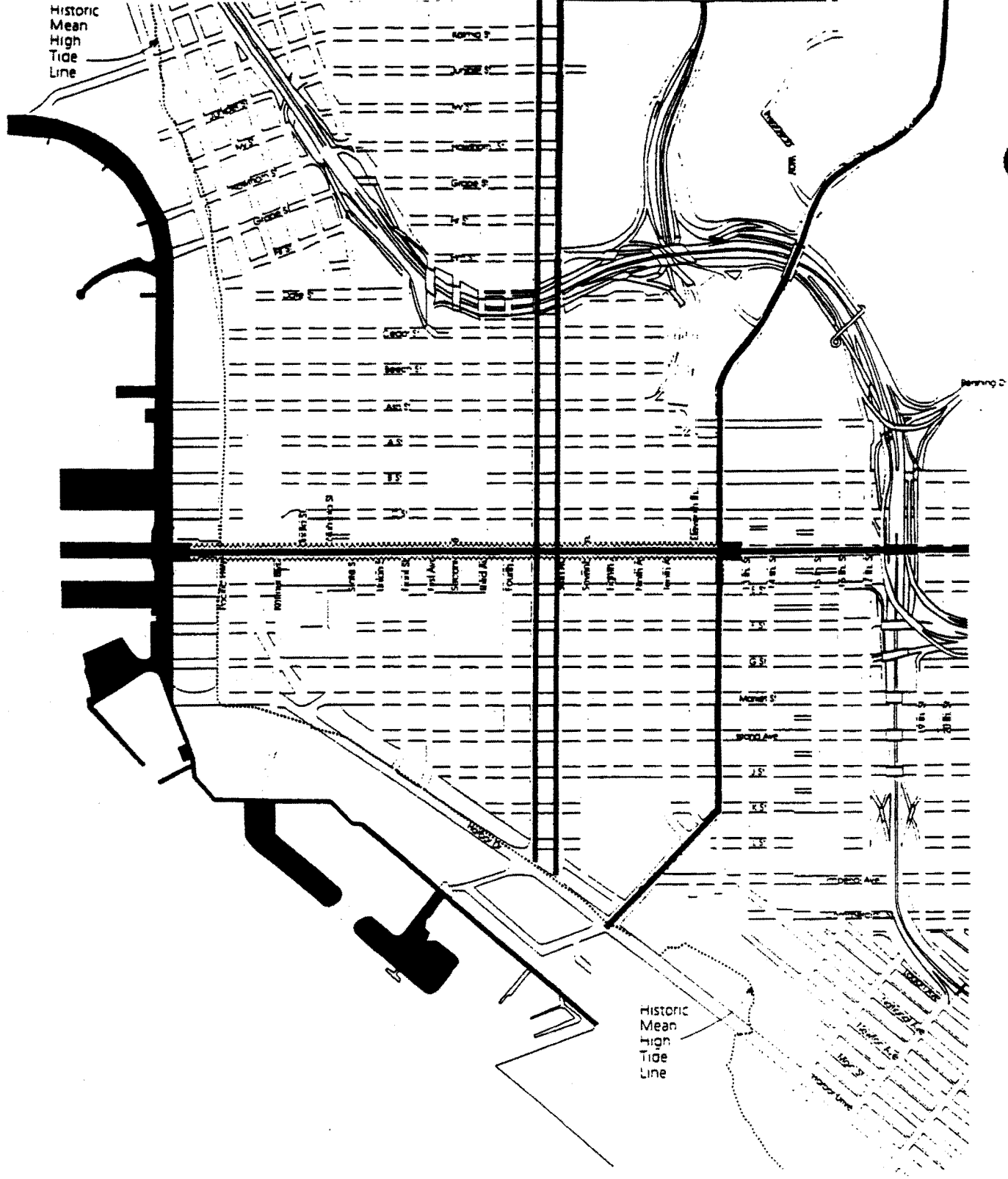
FOCUSED ON THE WATERFRONT

August 10, 1999



FIG
12



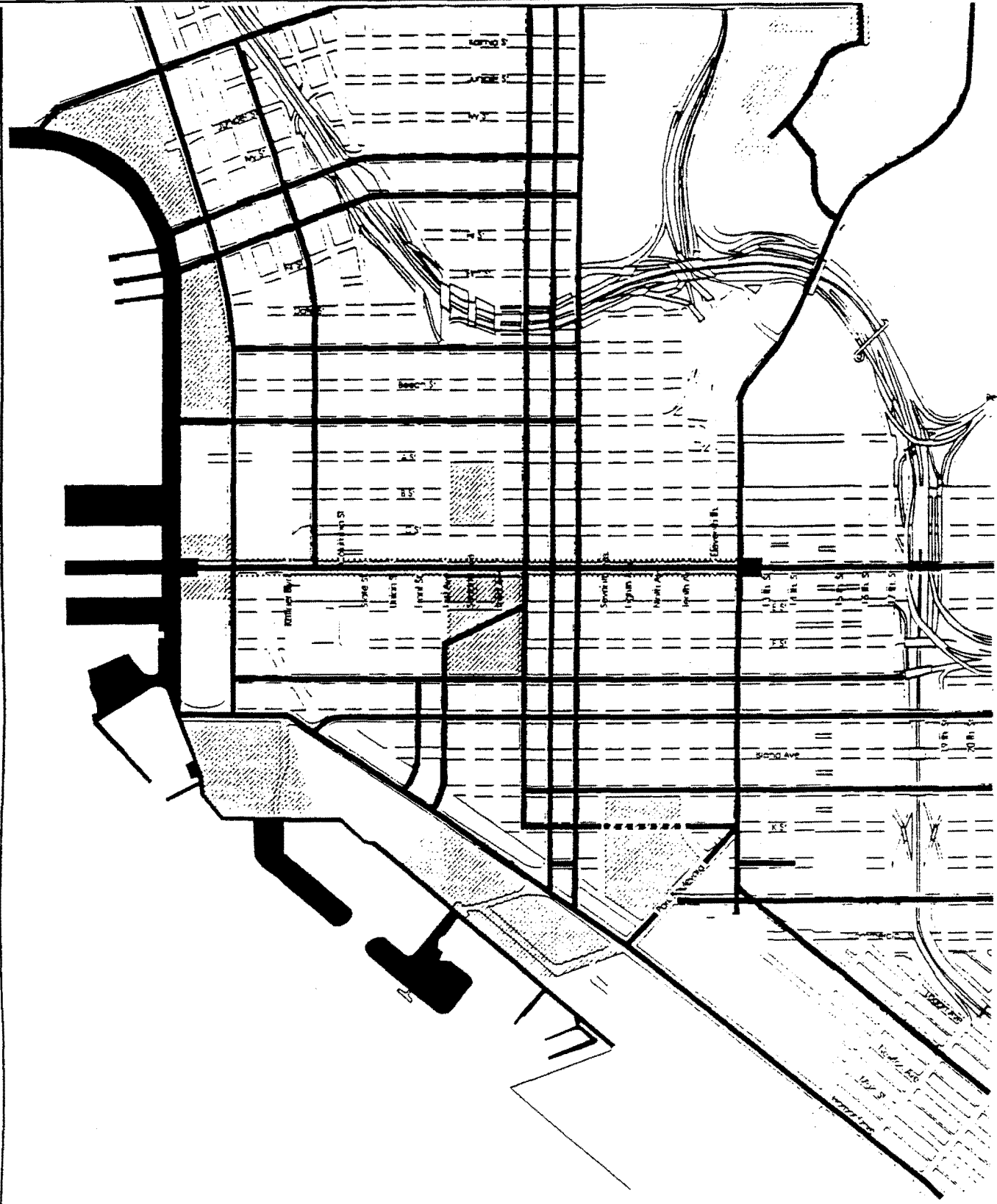


**PROPOSED
FOCUSED ON THE WATERFRONT**

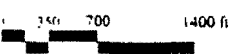


FIG
17





EXISTING



PEDESTRIAN LINKAGES

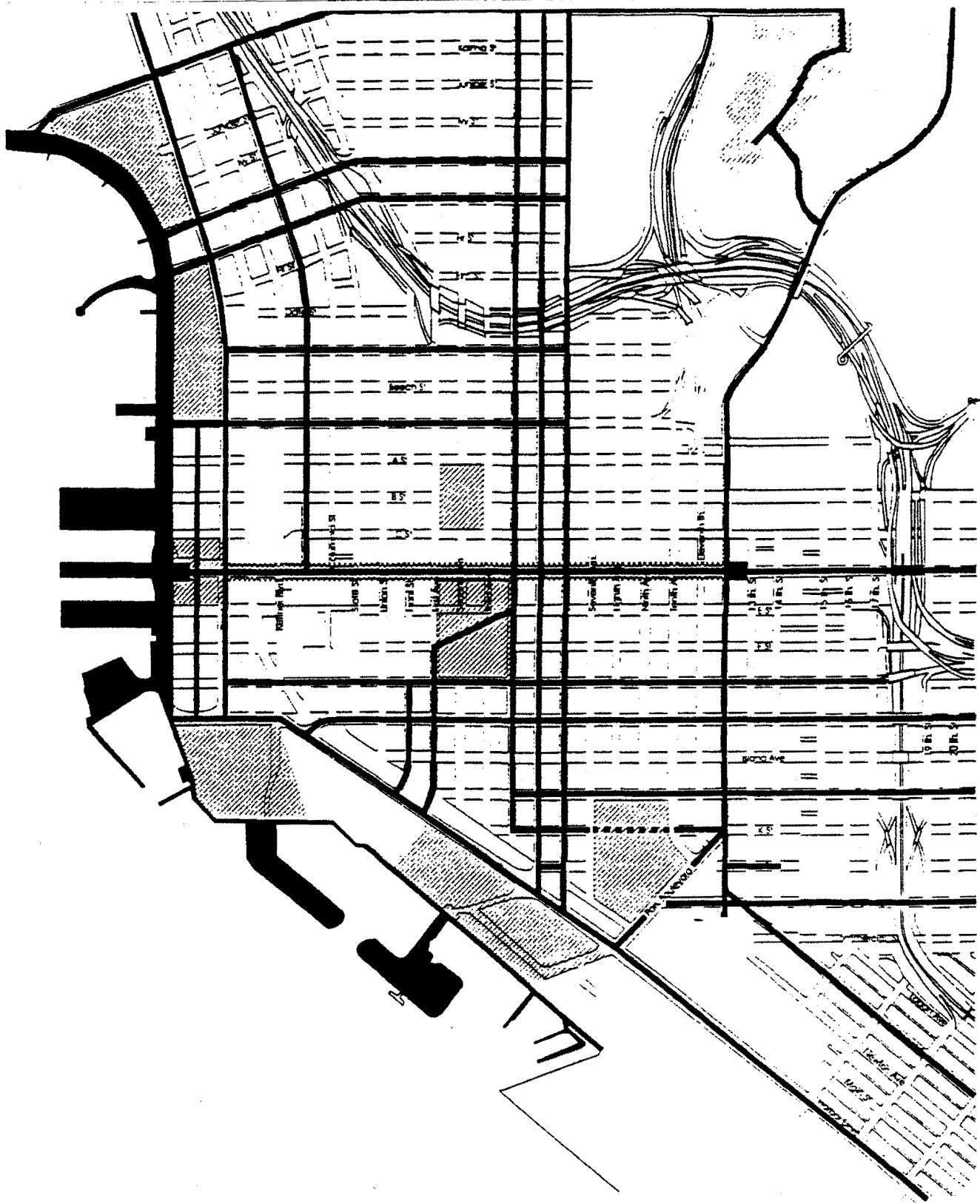
August 10, 1999

- Activity Centers
- Broadway Spine
- Broadway Anchors
- Pedestrian Linkages

FIG
12



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**PROPOSED
PEDESTRIAN LINKAGES**

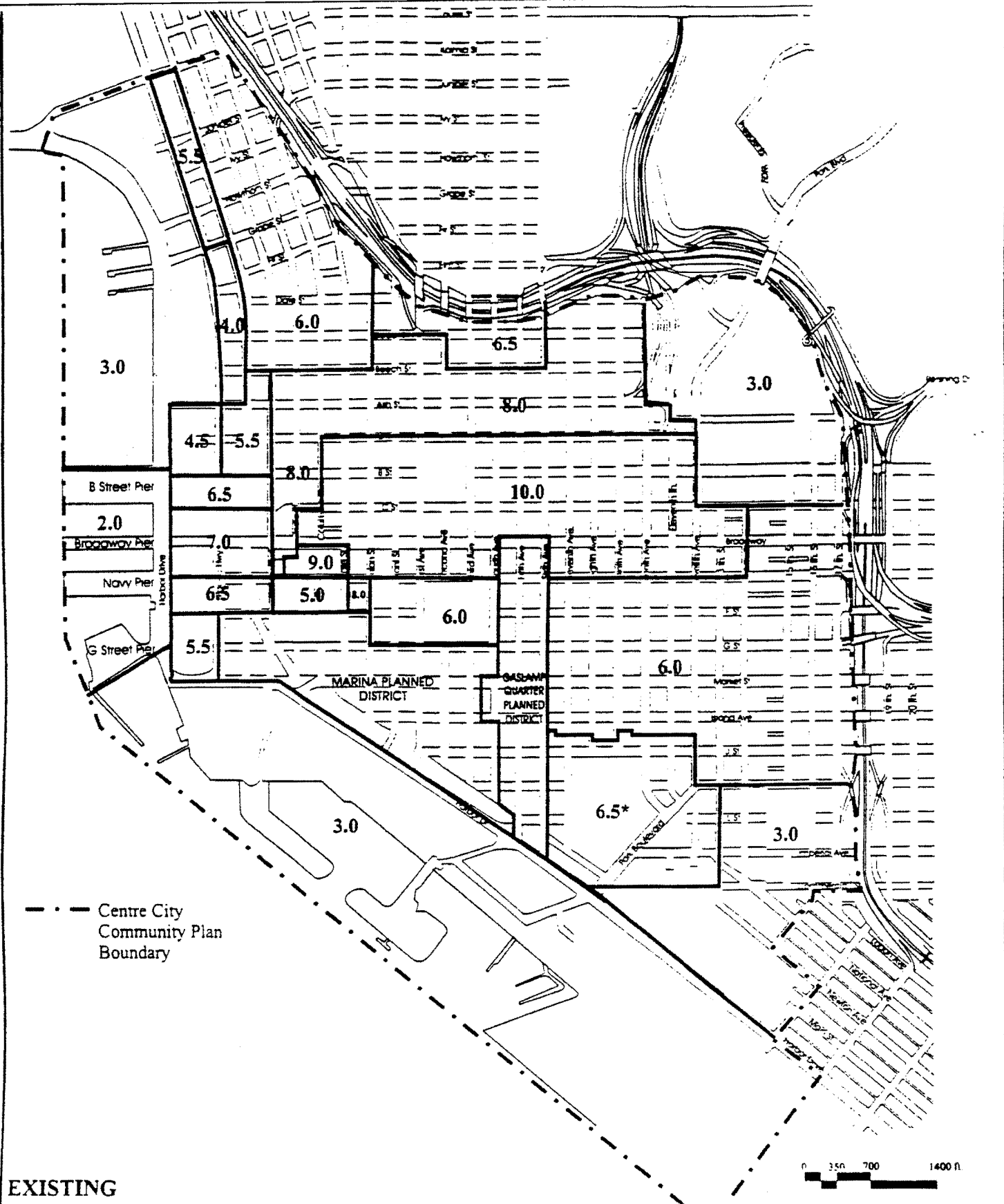


- Activity Centers
 - Broadway Spine
- Broadway Anchors
 - Pedestrian Linkages

FIG
13



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EXISTING

FLOOR AREA RATIOS

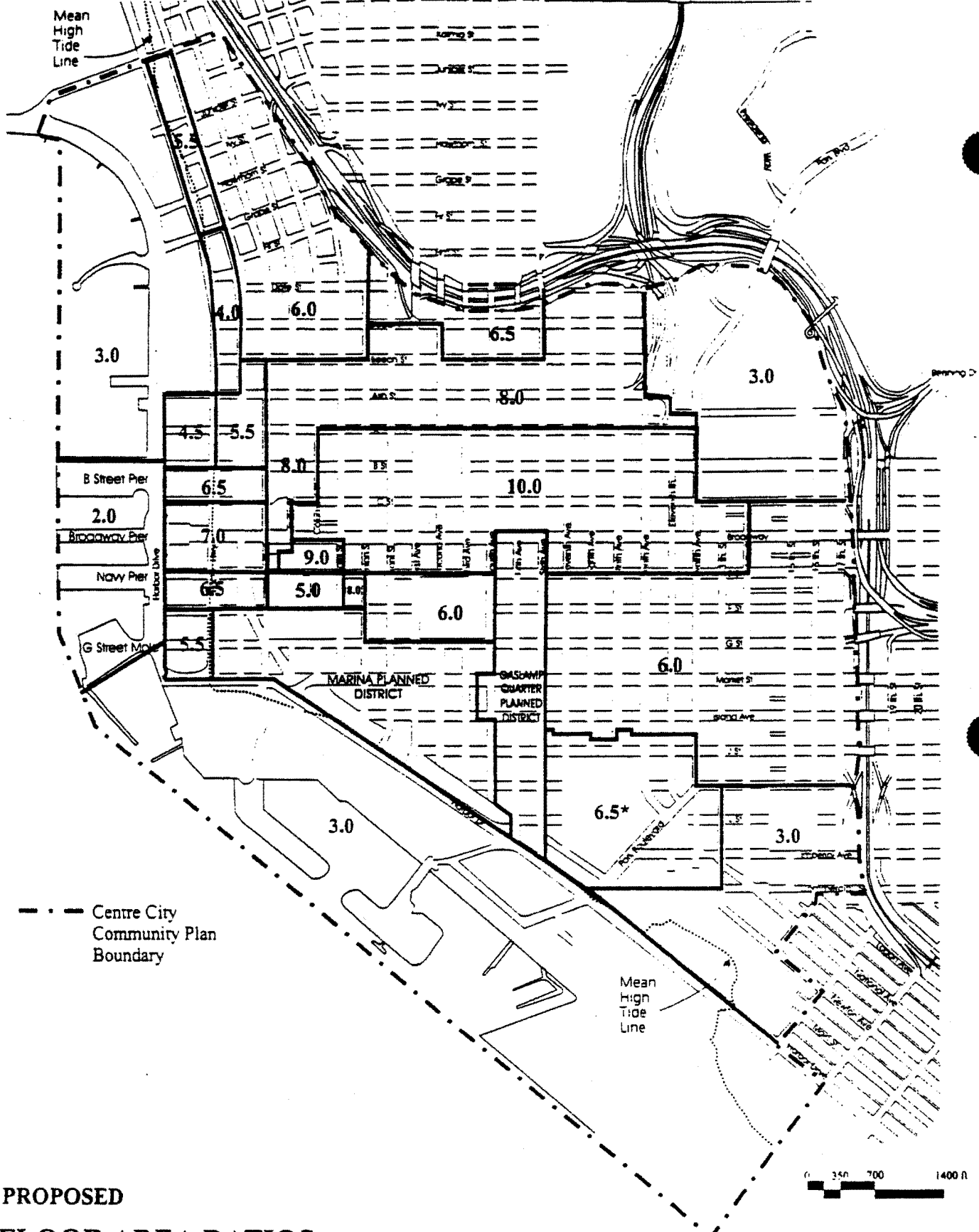
August 10, 1999



* Individual parcels within this district may be developed with a floor area ratio greater than 6.5 in accordance with the provisions of this plan.

FIG. 1

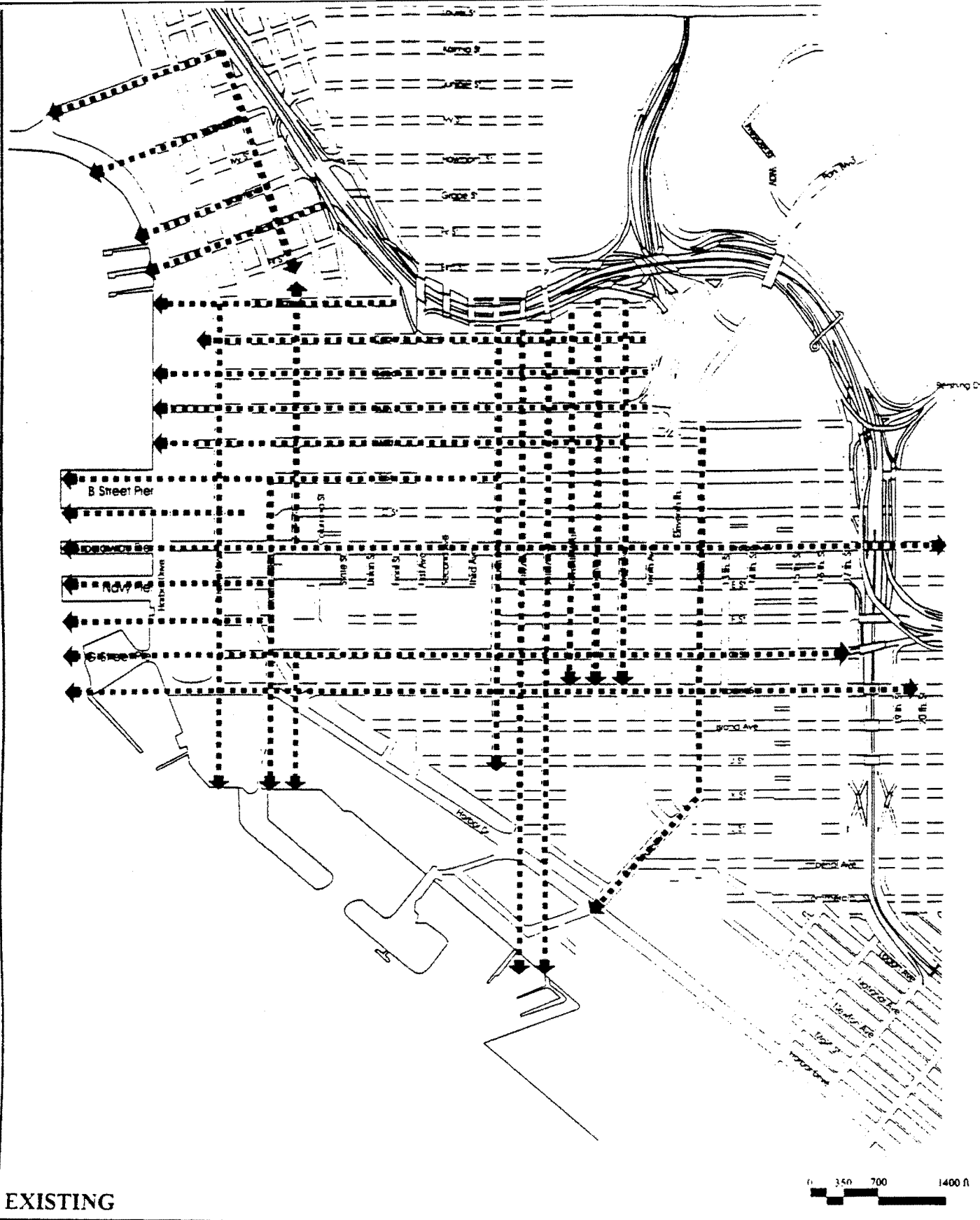




**PROPOSED
FLOOR AREA RATIOS**

* Individual parcels within this district may be developed with a floor area ratio greater than 6.5 in accordance with the provisions of this plan.





EXISTING

VIEW CORRIDOR STREETS

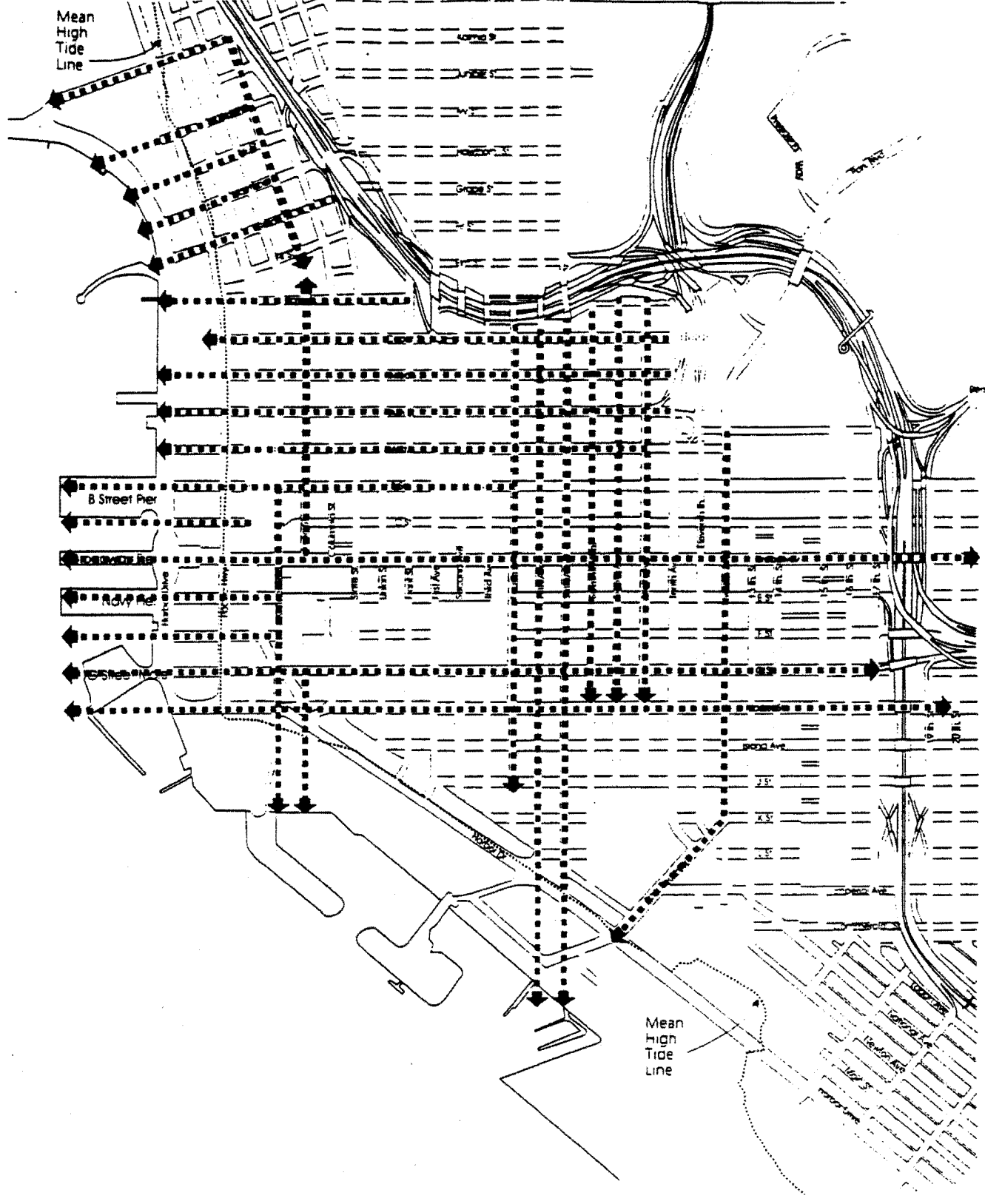
August 10, 1999

----- View Corridor Streets

FIG 2



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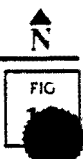


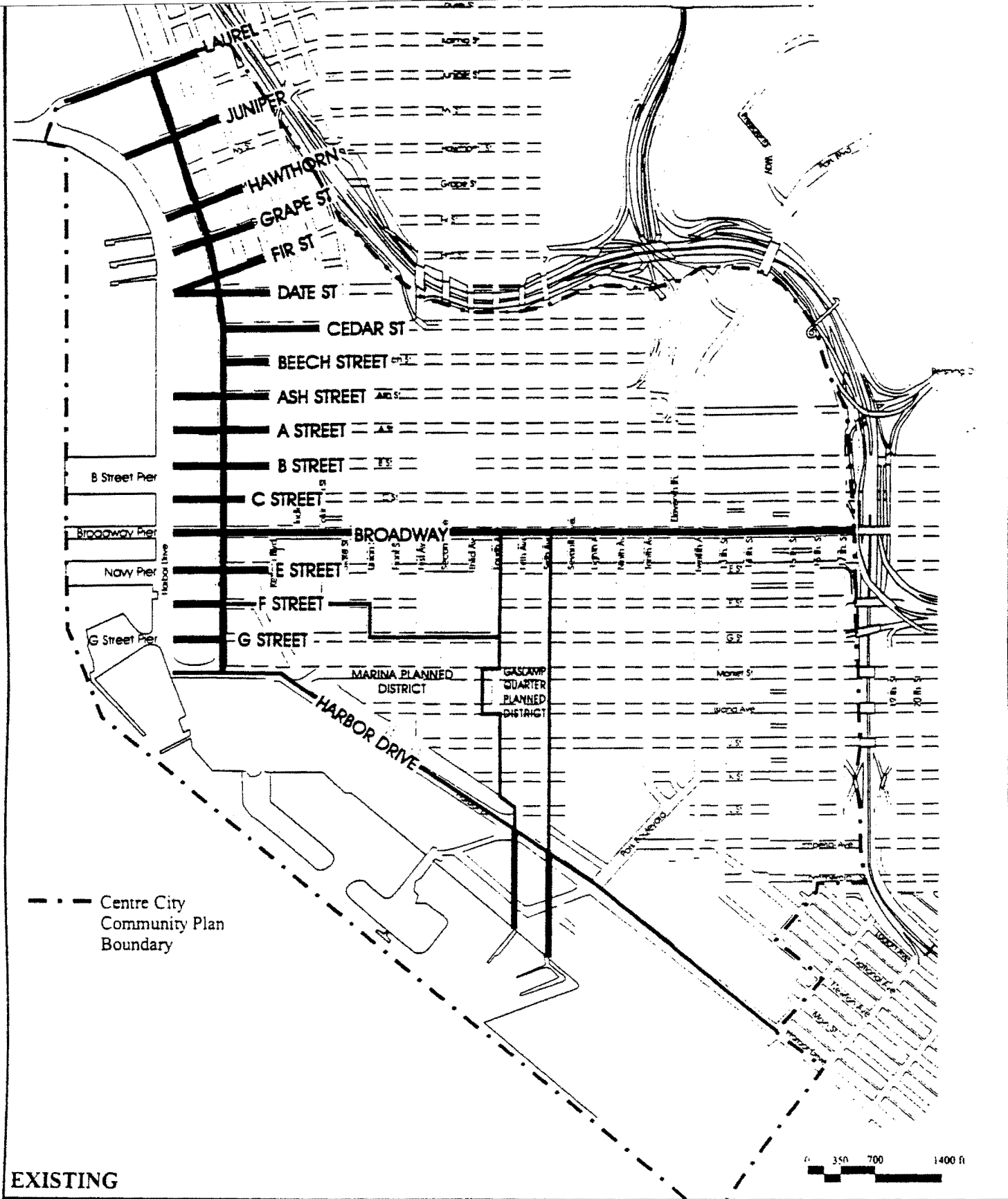
**PROPOSED
VIEW CORRIDOR STREETS**

..... View Corridor Streets



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EXISTING

VIEW CORRIDOR STEPBACKS

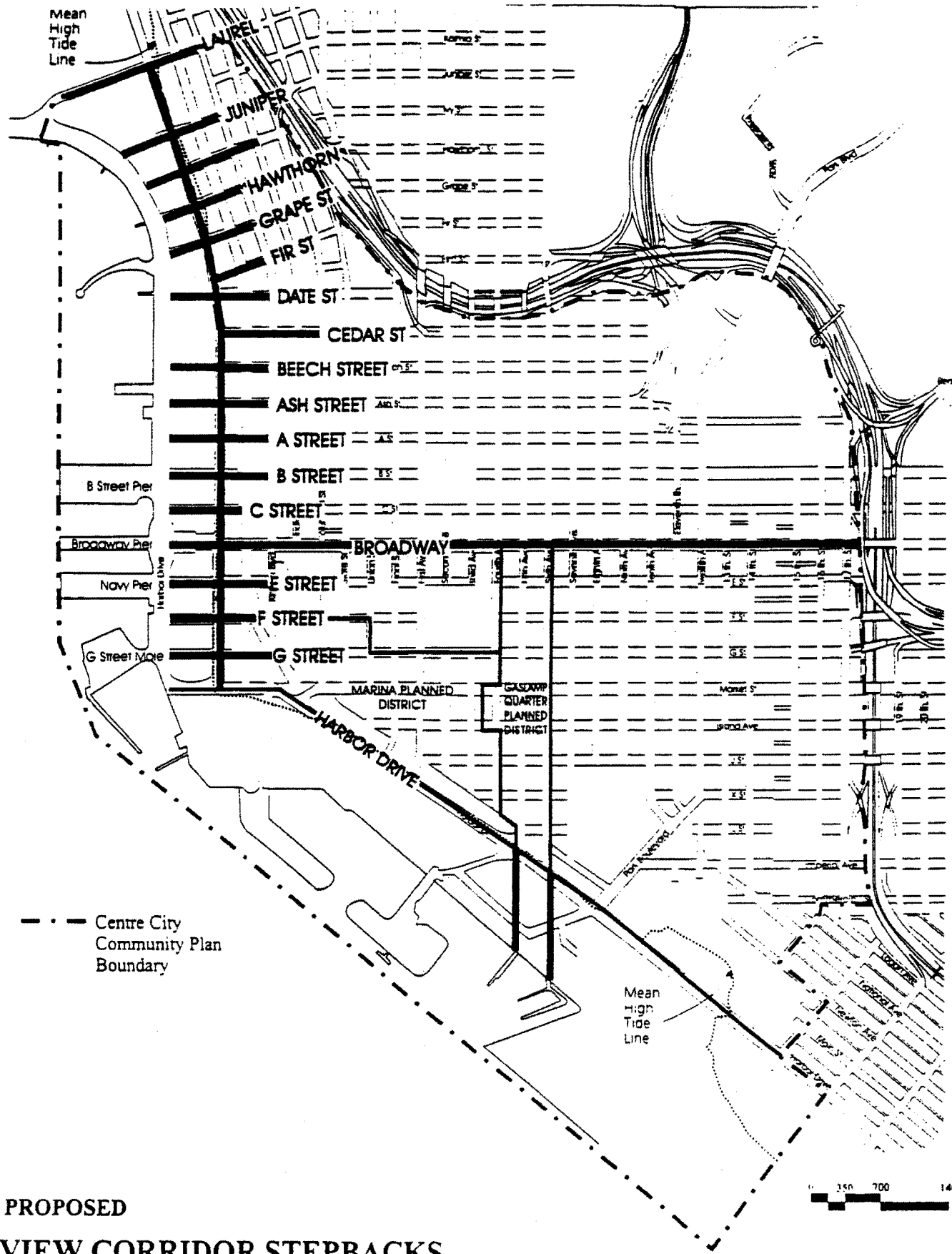
August 10, 1999

— View Corridor Stepbacks

FIG
20



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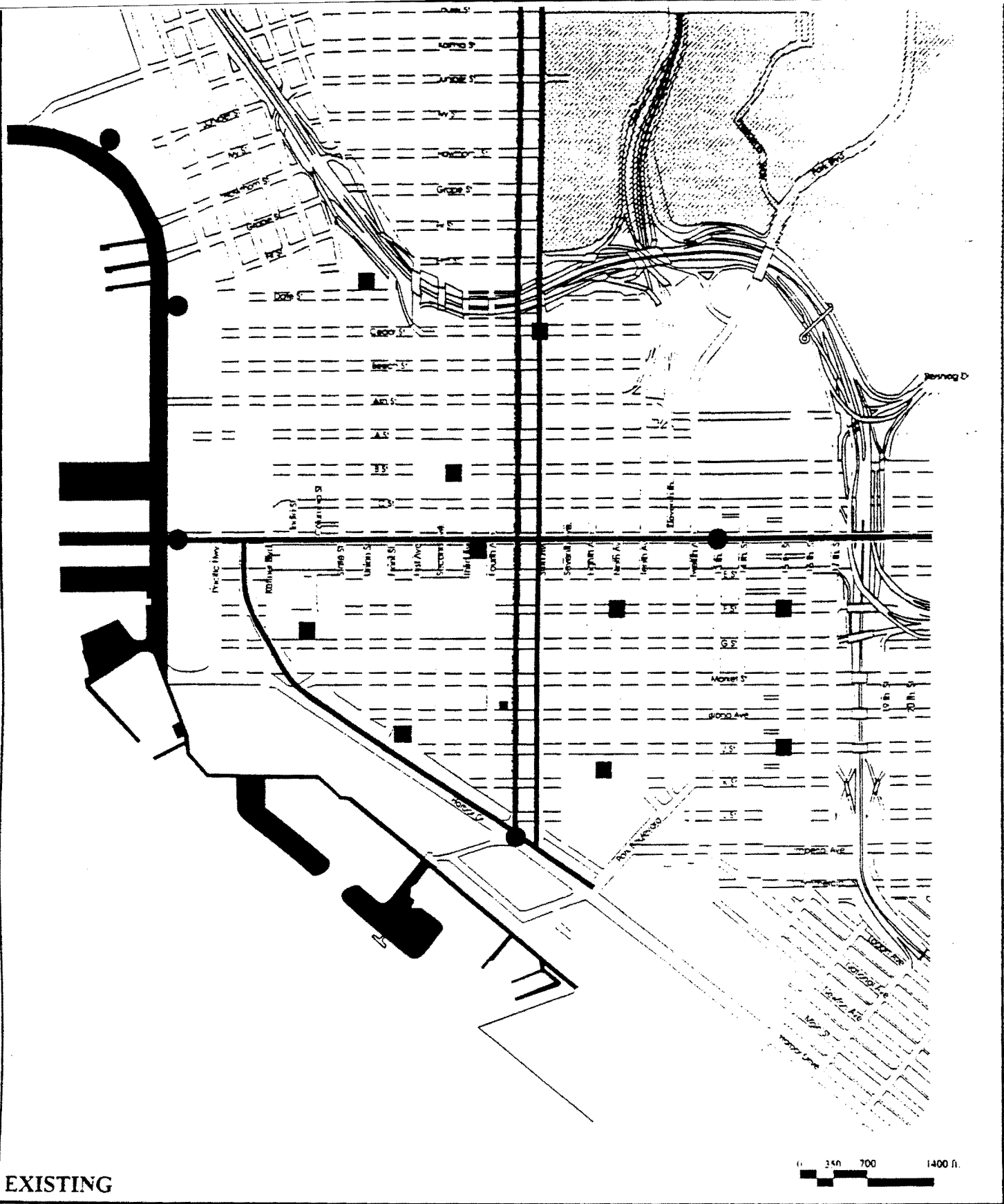


**PROPOSED
VIEW CORRIDOR STEPBACKS**

—— View Corridor Stepbacks



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EXISTING

OPEN SPACE

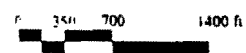
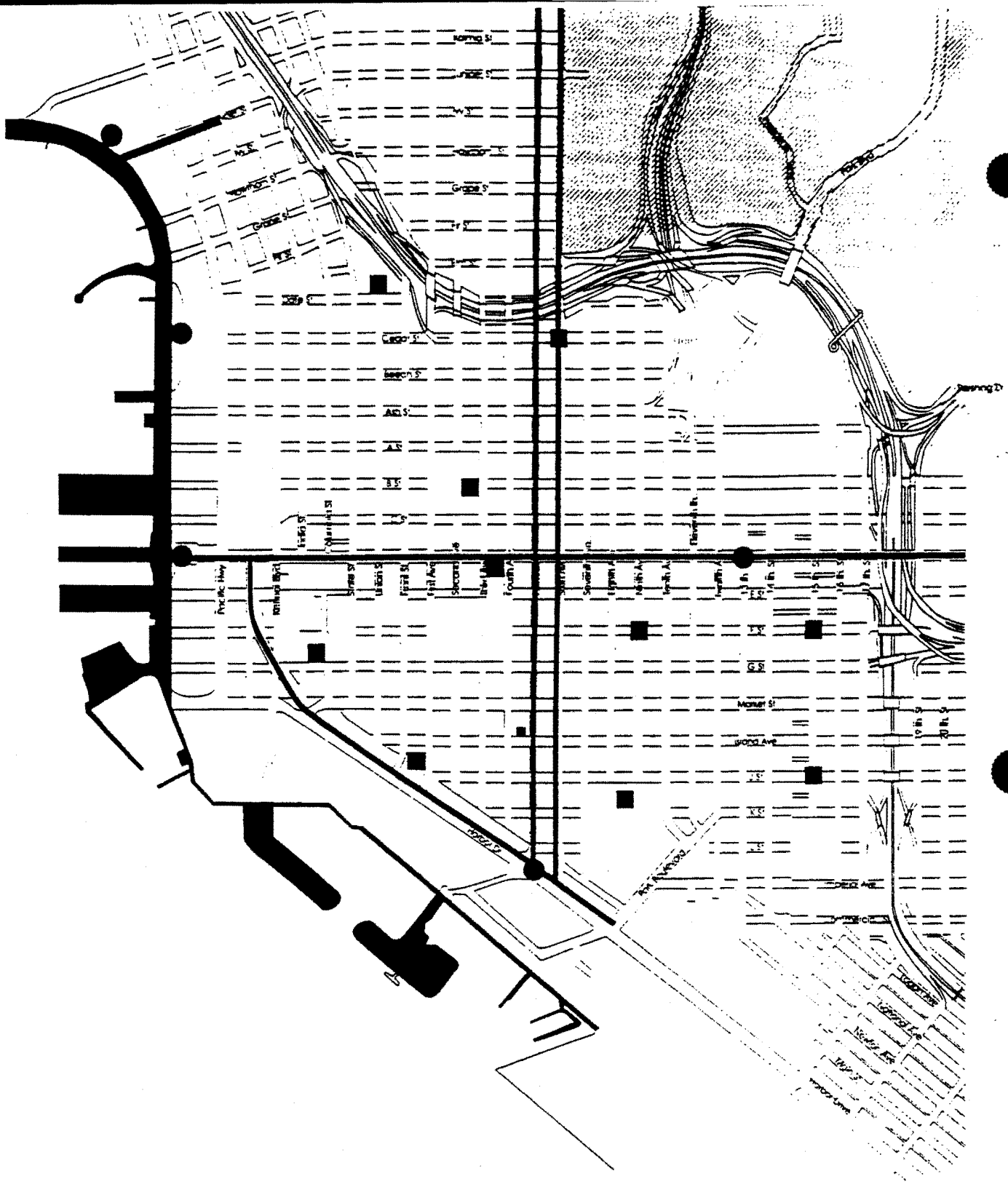
August 10, 1999

- Ceremonial Open Space
- Major Open Space
- Neighborhood Open Space
- Balboa Park
- Linear Open Space

FIG
21



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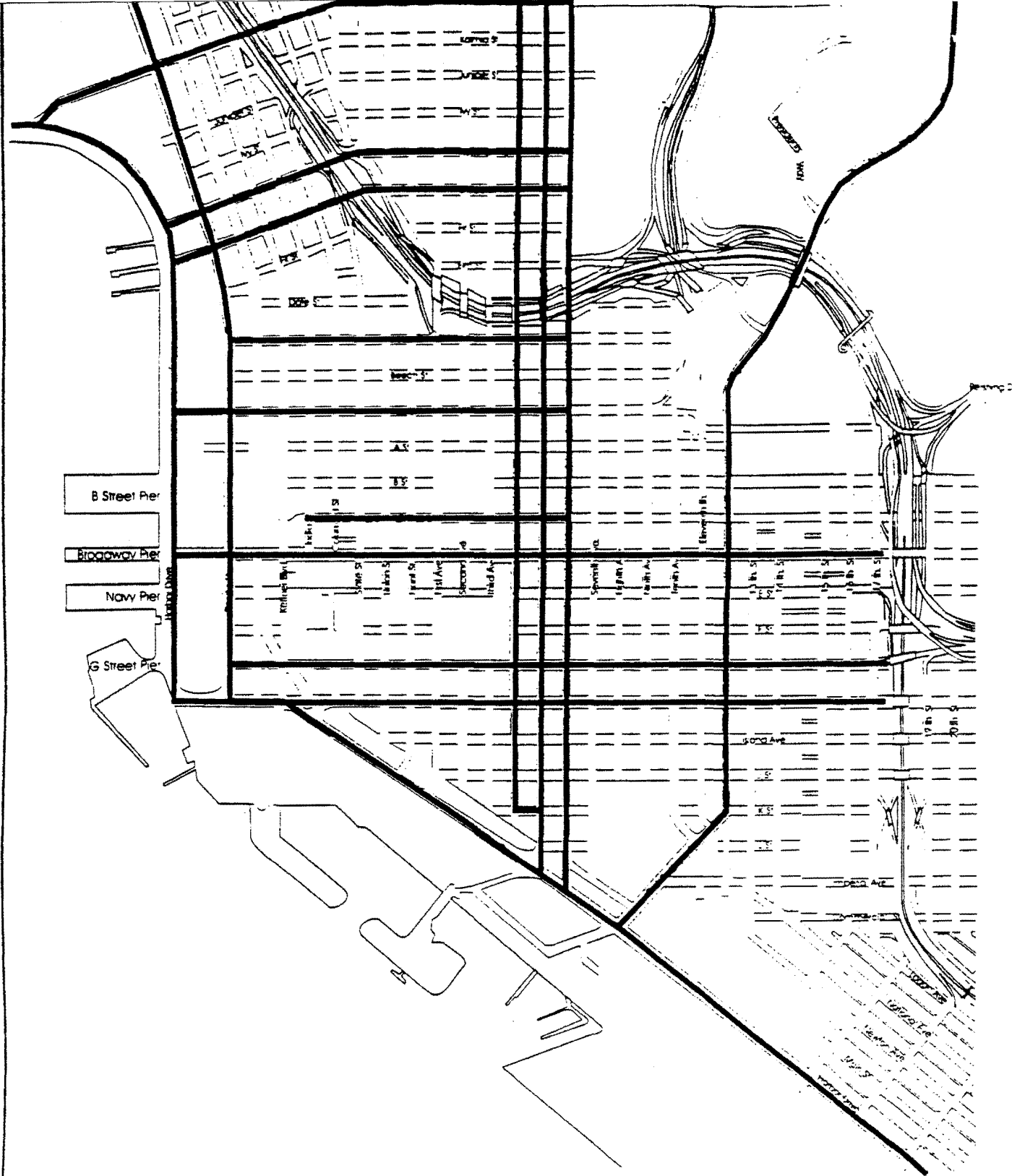


**PROPOSED
OPEN SPACE**

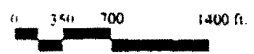
- Ceremonial Open Space
- Major Open Space
- Neighborhood Open Space
- ▨ Balboa Park
- Linear Open Space



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EXISTING



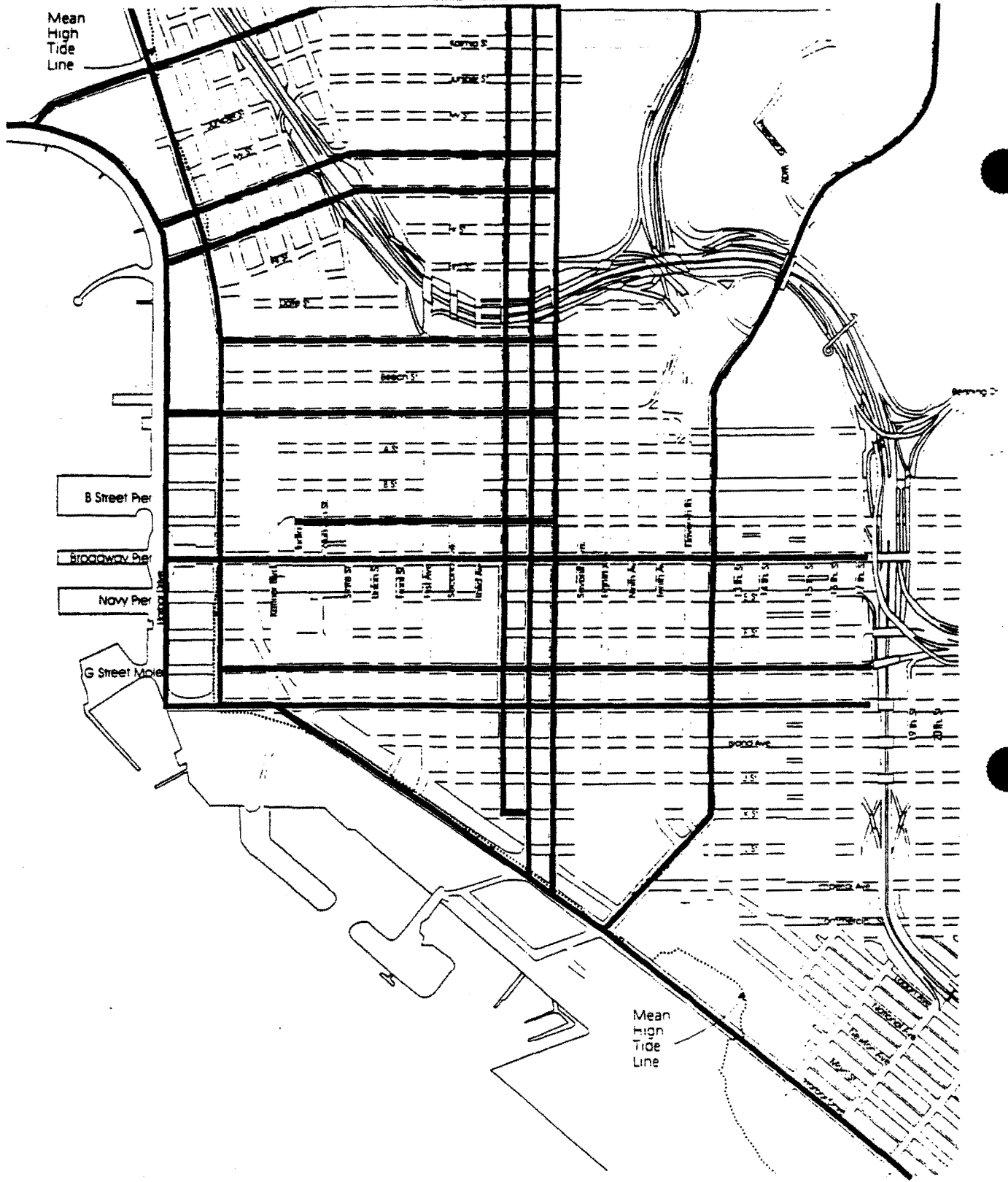
BAY-PARK LINK HIERARCHY

August 10, 1999



FIG
5





PROPOSED
BAY-PARK LINK HIERARCHY

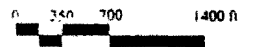
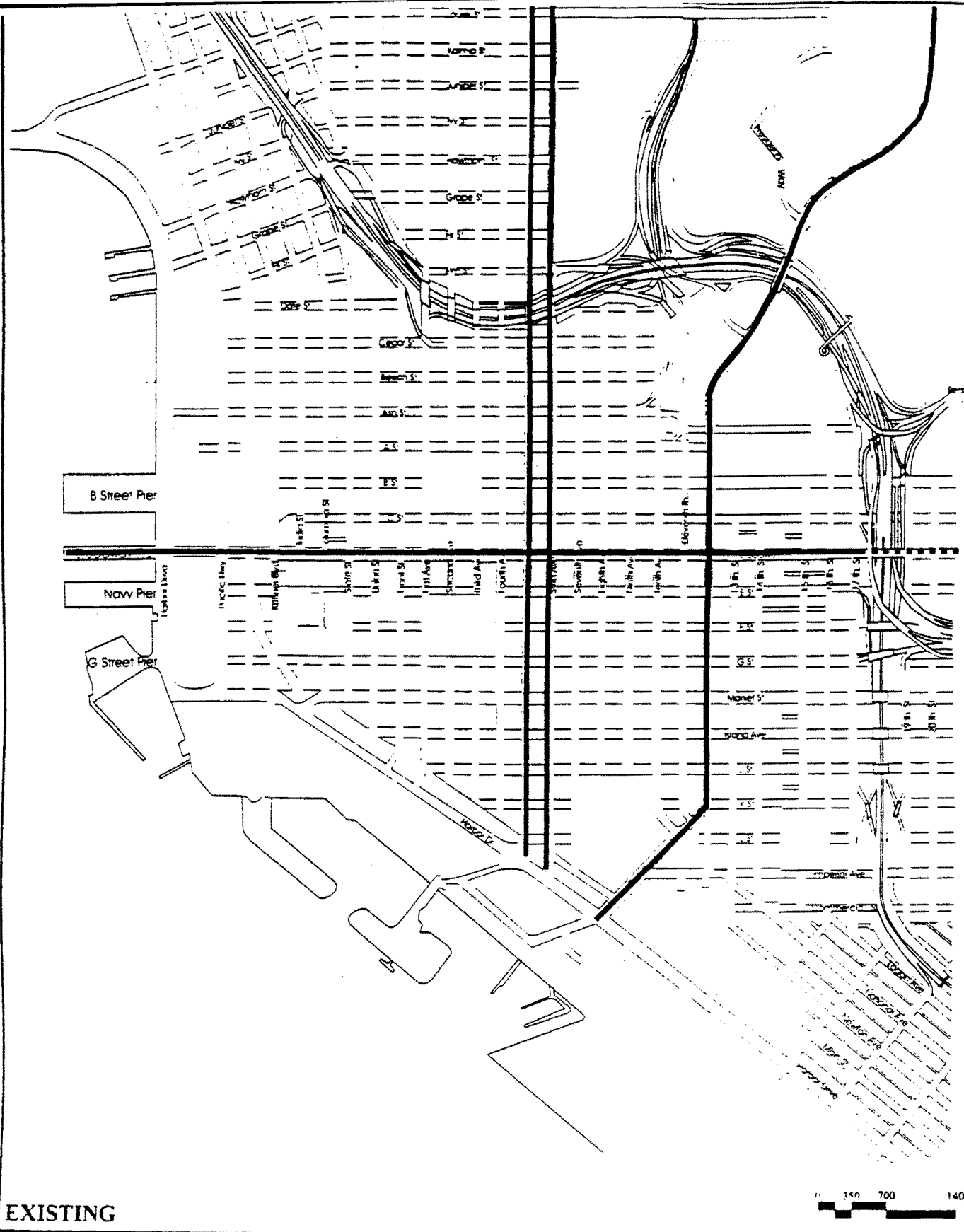


FIG
25





EXISTING

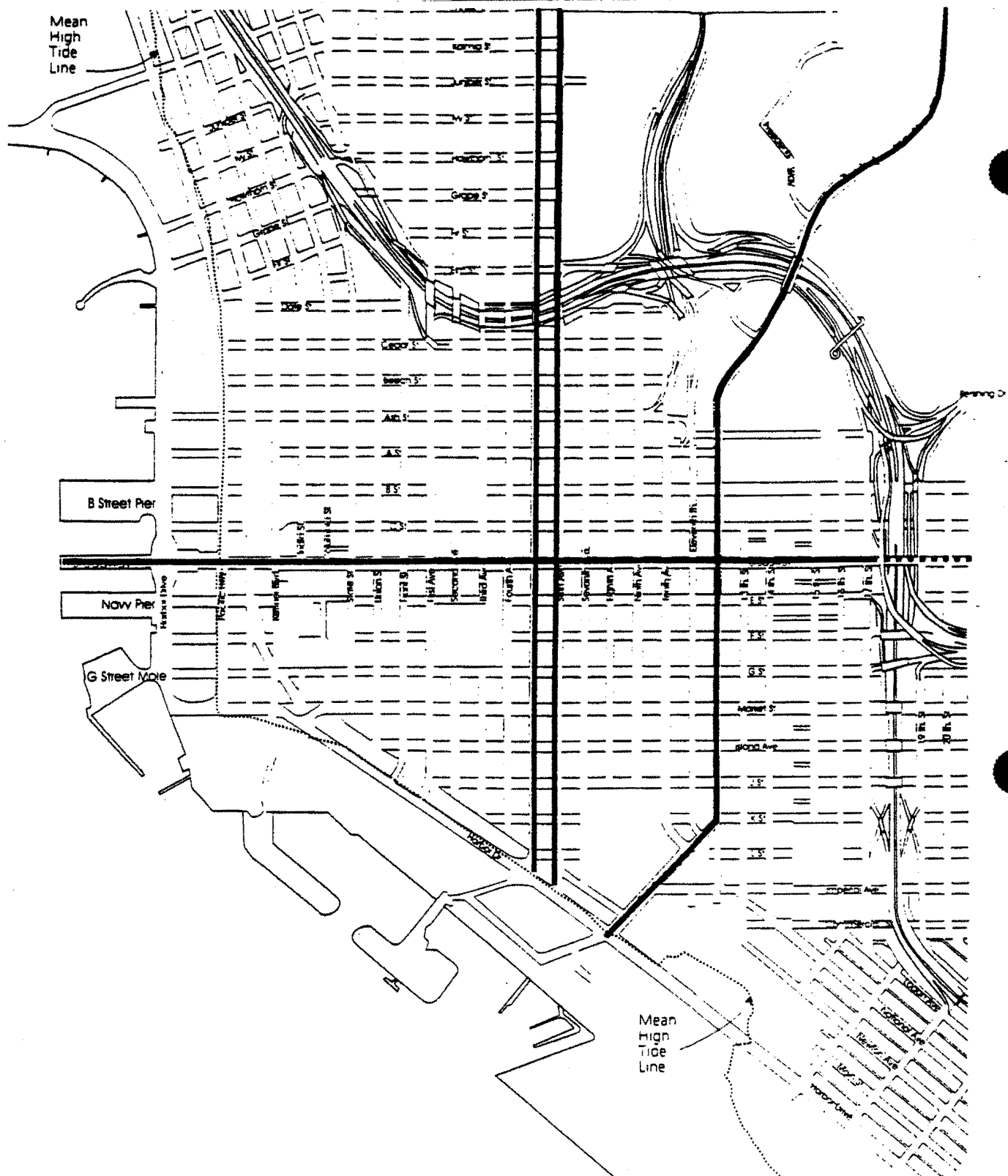


BAY-PARK LINK DEMONSTRATION PROJECT

August 10, 1999

FIG





PROPOSED
BAY-PARK LINK DEMONSTRATION PROJECT

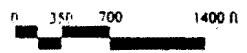
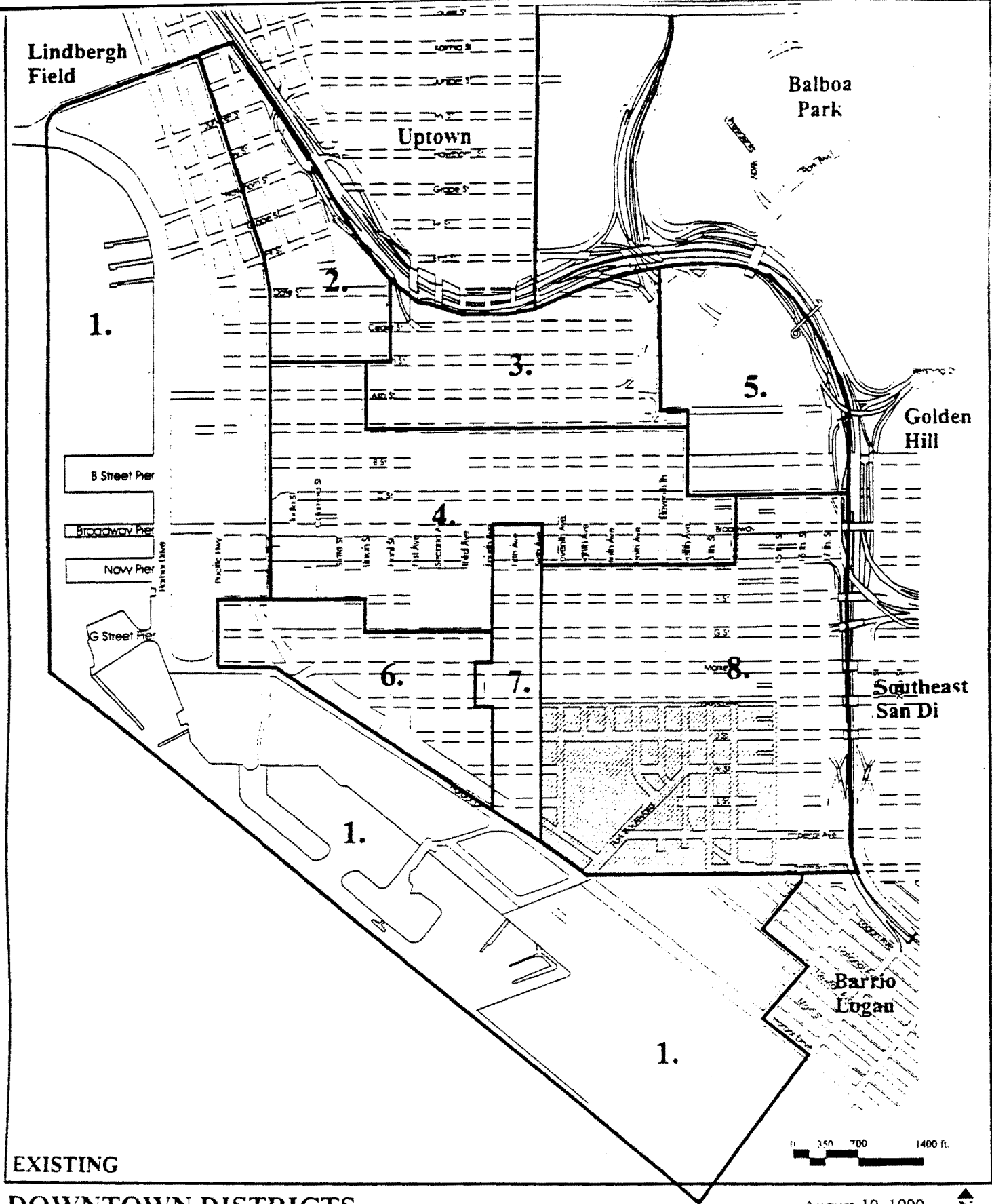


FIG
26





EXISTING

DOWNTOWN DISTRICTS

August 10, 1999



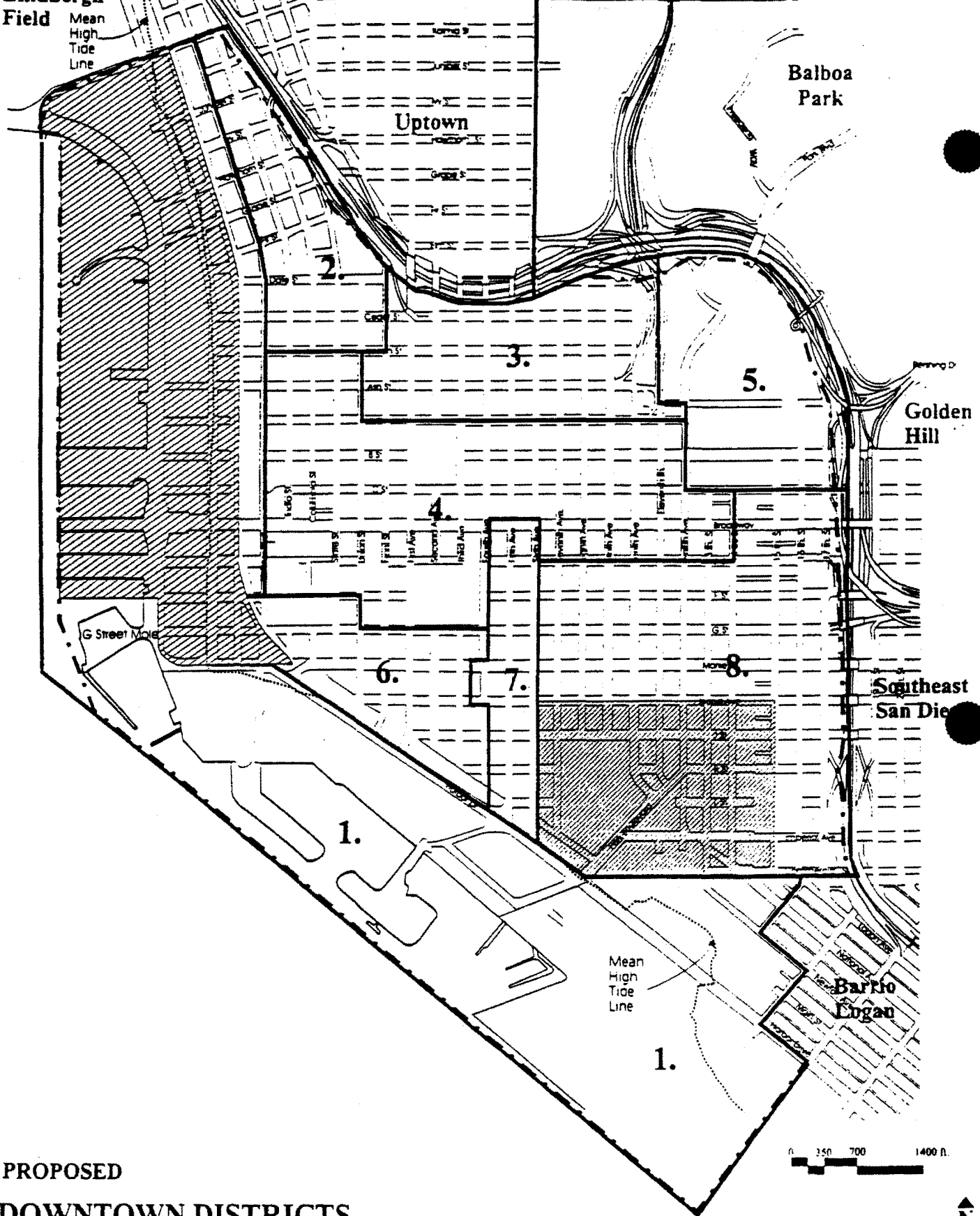
FIG

- | | | |
|-------------------------------|-------------------------------------|--------------------------|
| 1. Waterfront | 5. City College | Ballpark Protection Zone |
| 2. Harbor View (Little Italy) | 6. Marina | |
| 3. Cortez Hill | 7. Gaslamp Quarter | |
| 4. Central Core | 8. Centre City East / Arts District | |
| | Central Bayfront Study Area | |



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Field
Mean
High
Tide
Line

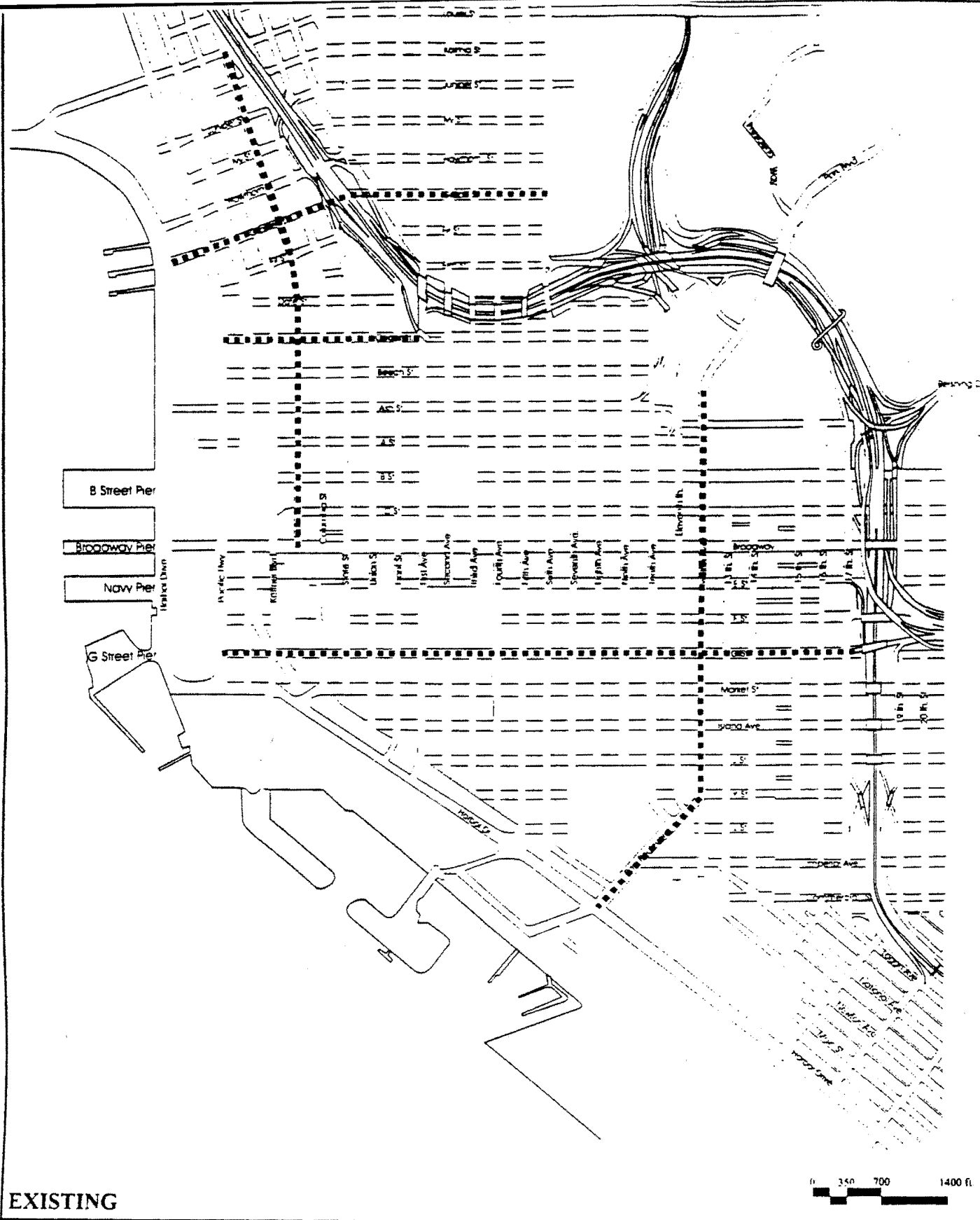


**PROPOSED
DOWNTOWN DISTRICTS**

- | | | |
|-------------------------------|-------------------------------------|------------------------------------|
| 1. Waterfront | 5. City College | Balpark Protection Zone |
| 2. Harbor View (Little Italy) | 6. Marina | North Embarcadero Overlay District |
| 3. Cortez Hill | 7. Gaslamp Quarter | |
| 4. Central Core | 8. Centre City East / Arts District | |



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EXISTING

DISTRICT CENTER STREETS

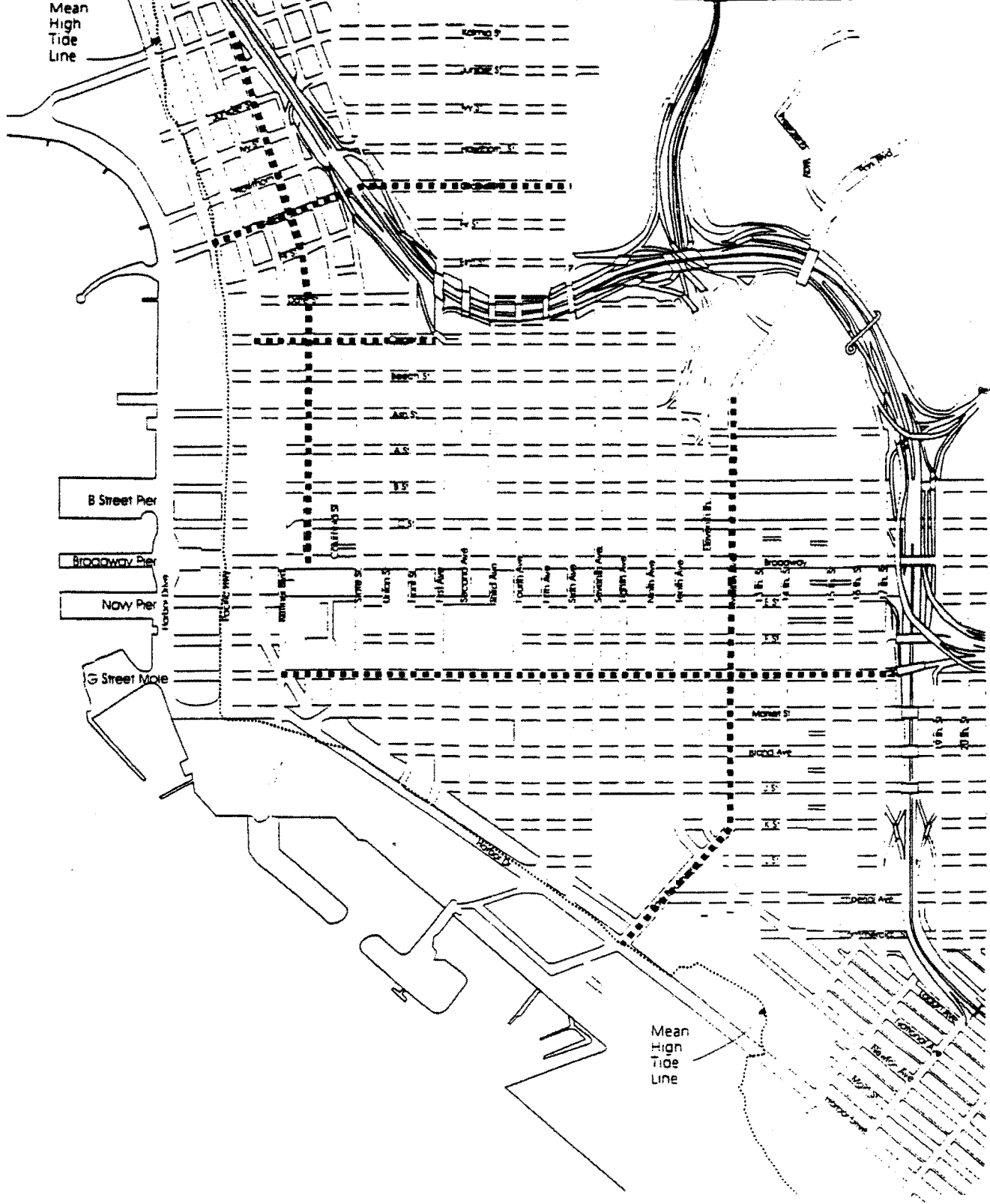
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FIG 3



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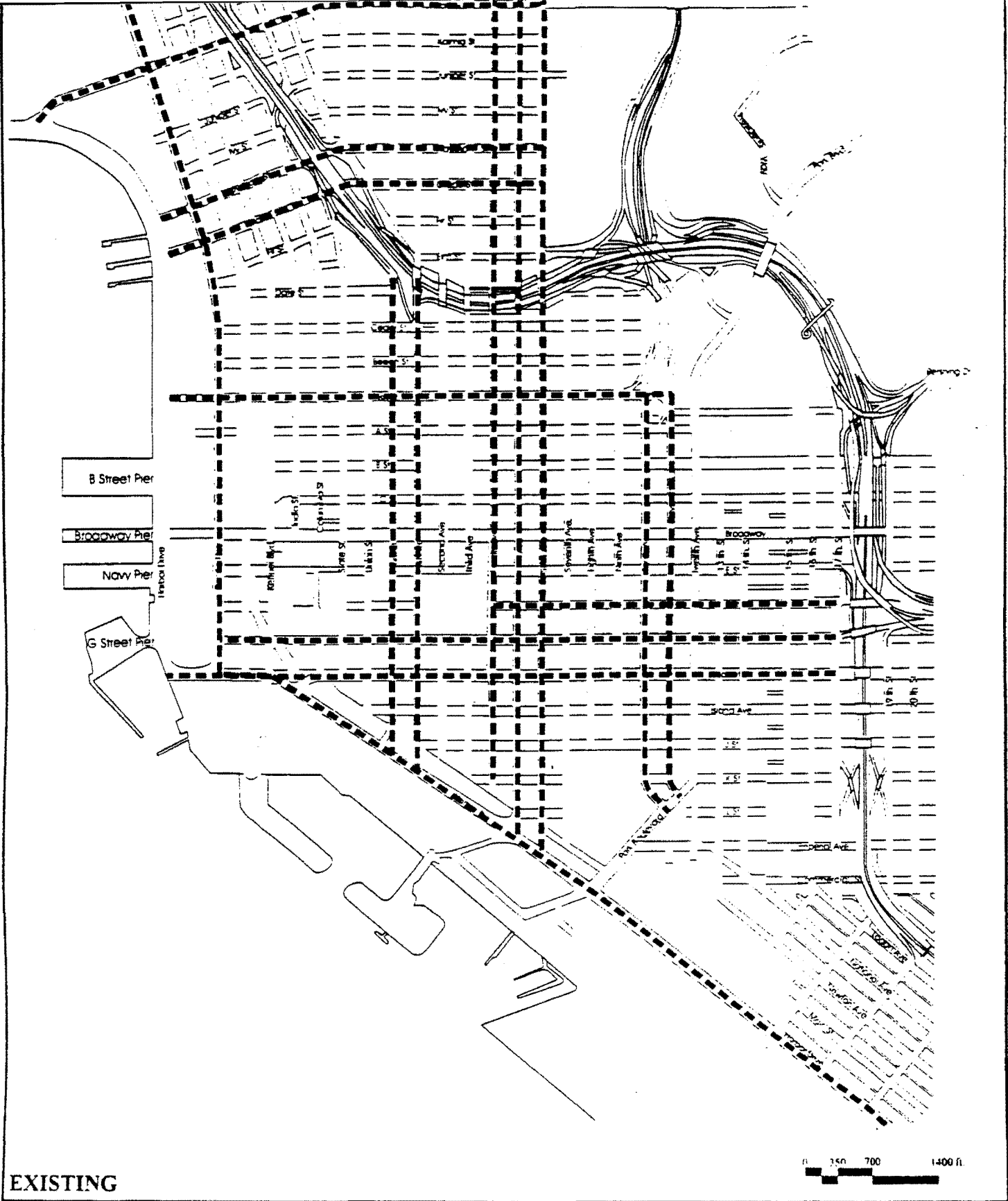


**PROPOSED
DISTRICT CENTER STREETS**



FIG
22





EXISTING

GATEWAY STREETS

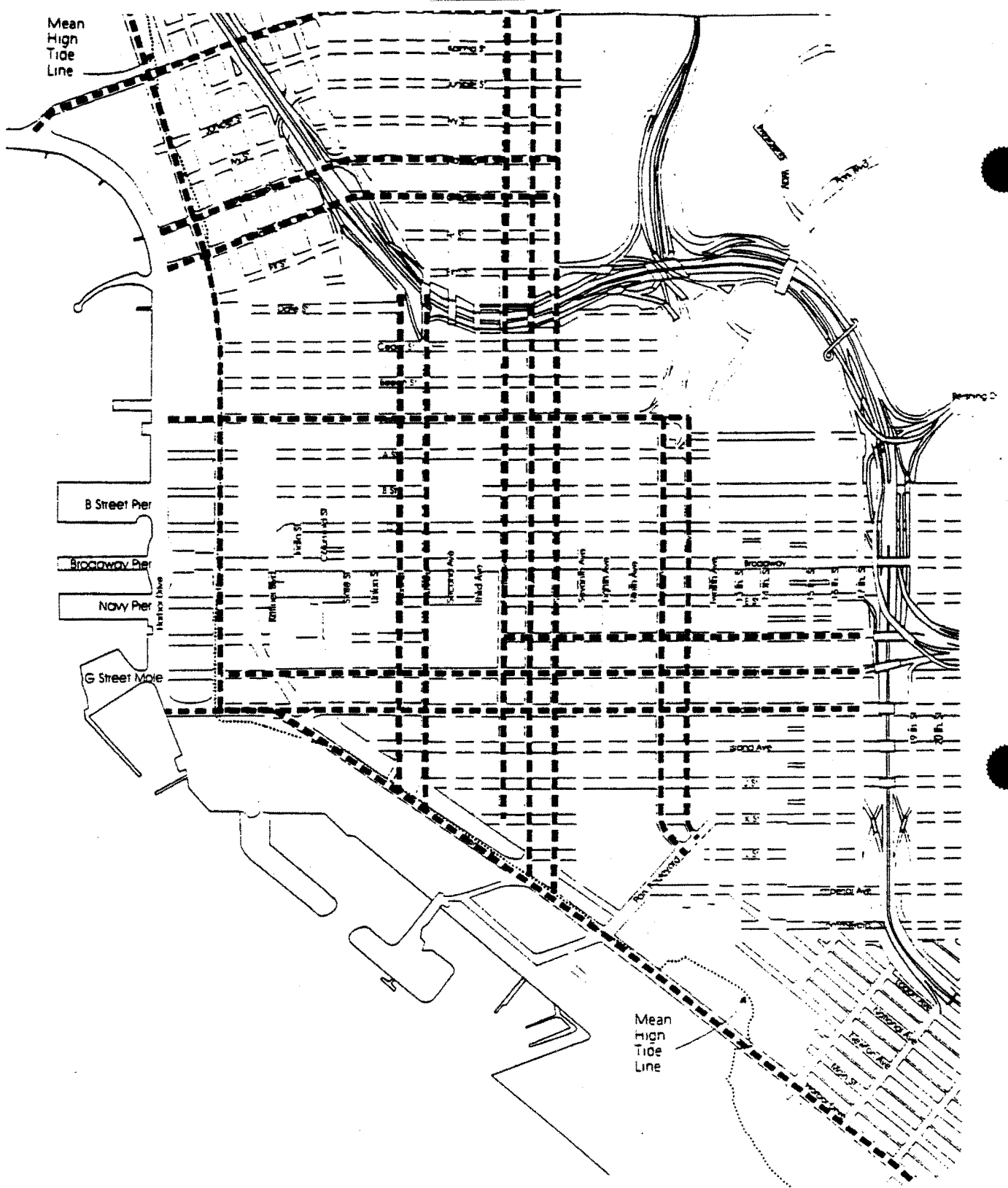
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FIG
7



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**PROPOSED
GATEWAY STREETS**



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EXHIBIT B

VIEW CORRIDORS

VIEW CORRIDORS

STREET	STEPBACK	STEPBACK ELEVATION
Laurel	15'	30'
Juniper	15'	30'
Juniper west of California	15'	30'-50'
Hawthorn	15'	30'
Hawthorn west of California	15'	30'-50'
Grape	15'	30'
Grape west of California	15'	30'-50'
*Date	15'	30'
*Cedar	15'	30'
Cedar west of California	15'	Ground Level
*Beech	15'	30'
Ash	25'	50'
Ash - west of California	15'	30'-50'
A	25'	50'
A - west of California	15'	30'-50'
B	25'	50'
B - west of California	15'	30'-50'
C	15'	50'
C - west of California	25'	30'-50'
Broadway**		
West of Kettner	40'	Ground Level
East of Kettner	15'	Ground Level
East of Kettner	10'	90'
E	25'	50'
E - west of California	25'	30'-50'
F	25'	50'
F - west of California	15'	30'-50'
G	25'	50'
G - west of California	15'	30'-50'
Market	25'	50'
Fifth	15'	65'
Sixth	15'	65'
Seventh	15'	65'
Eighth	15'	65'
Ninth	15'	65'
Pacific Highway	15'	50'

* See PDO for Special Setbacks

** Street Wall and Building Bulk requirements (25' setback at 40-50-foot elevation) apply along the length of Broadway.

EXHIBIT C

WATERFRONT DISTRICT

PROPOSED PLAN AMENDMENTS

WATERFRONT DISTRICT

Emphasis

The Waterfront District is intended to provide a framework for development surrounding downtown's "front porch", the area adjacent to the San Diego Bay. The District is intended to be developed with emphasis on significant parks and open space with pedestrian and visual access to and along the water, supported by public-and visitor-oriented activities at the street level. The North Embarcadero Overlay District will provide the framework for development in and design guidelines for the development of the area within the North Embarcadero Overlay District.

Overall Form

Development along the shoreline and Harbor Drive frontage will be low in scale and intensity and increase in stepped building envelopes further upland. As an extension of the downtown core, the Broadway corridor supports the most intense development, contrasted by less intense development to the north and south. This concept of "stepped intensity and scale" will be implemented through Floor Area Ratios (FARs) and other development characteristics such as floor plates.

High-rise buildings will be designed to maximize upland views to the bay and to create a well composed skyline. View corridor setbacks will be applied to all existing streets and to future view corridors to maintain visual *and* physical access to the Bay.

Land Use

The bayfront will have a wide mix of land uses and activities to create greater vitality and a 24-hour presence.

The Waterfront focuses street level commercial and publicly-oriented uses on Broadway and Harbor Drive to create an active day-time and night-time district.

Contrasting land uses, such as the seafood market place south of the G Street Mole, and the Marina and Little Italy residential areas, are encouraged. Unique public and private uses are encouraged within the Waterfront and include:

- Cruise-ship activities on the B Street pier;
- Commercial activities on the commercial piers;
- Marine, commercial fishing, restaurant, recreational and open space activities at the G Street Mole;

- The County Administration Center;
- The Navy Broadway Complex; and
- Commercial uses, including retail and restaurant at Seaport Village, hotels, the Convention Center and other tourist destinations.

Places & Destinations

As downtown's most important resource, the Waterfront will provide the greatest number and variety of "places and destinations." They include:

The Esplanade:

The esplanade, a clear pedestrian pathway, will provide a continuous pedestrian link along the entire waterfront, from the Crescent to the foot of 5th Avenue and the Convention Center expansion area.

Along this esplanade, a series of significant public places will be created at the bayfront. These places will be located at the Solar site, County Administration Center site, Broadway Focus, the G Street Mole, and the foot of Fifth and Sixth Avenues. The design and character of these urban open spaces is described in more detail within the Open Space Element of the Plan.

North Embarcadero:

The North Embarcadero is the area within the Waterfront District bordered by Laurel Street to the north, Market Street to the south, the San Diego Bay to the west and California Street/railroad right of way to the east. The area is the subject of the North Embarcadero Visionary Plan. North Embarcadero encompasses a number of important places and destinations on the waterfront, including the County Administration Center (listed on the National Register of Historic Places), the Navy Broadway Complex, as well as a number of tourist destinations including the Maritime Museum and the Star of India (also listed on the National Register) and public gathering areas.

South Embarcadero:

The South Embarcadero is the area south of Market Street that continues to the Convention Center. There are a number of important places and destinations in this area as well, including the Convention Center, Seaport Village and the G Street Mole as well as a number of hotels.

Circulation & Parking

Pacific Highway, with an improved alignment near Laurel Street, will be the primary vehicular route into both downtown and the district, and will be distinguished as a landscaped boulevard.

Kettner Boulevard, as opposed to Pacific Highway, will be designed as an "urban street" creating a strong visible edge to the Waterfront District. Street walls and building setbacks will reinforce this image.

Broadway will be the "Ceremonial Street" connecting the Waterfront to the Core, the Civic Center, and the Bay-Park Link.

To maintain the quality of these streets as ceremonial and landscaped boulevards, curb cuts will be avoided along Broadway, Pacific Highway and Harbor Drive. Curb cuts will not be situated closer than 50 feet from an existing intersection.

To emphasize the Waterfront as a "special place," a hierarchy of "gateway" intersections along Pacific Highway will be designed at Laurel, Cedar, Ash, Broadway Market and Fifth Avenue. Improvements may include specific paving, landscaping, signage and building setbacks and will call attention to the significance of the Waterfront within downtown.

New east-west vehicular access extensions should occur at "B" and "G" Streets.

In addition to pedestrian access, bicycle access will be emphasized within and to the Waterfront. Bicycle routes will be well marked throughout the public areas of the waterfront and planning for bicycle access will be included in all bayfront planning. Bicycle racks and lockers should be included at points of interest and special attractions, such as the Broadway Pier, harbor excursions/water taxis, and the Star of India, and within large employment centers and development.

The concepts of the Centre City Parking Management Plan will be implemented at the waterfront and include:

*"baseline" parking requirements,
maximum on-site parking requirements,
flexible off-site parking alternatives,
shared parking,
and the use of remote parking facilities.*

As an interim use within the Waterfront, surface parking will be allowed and must be sufficiently screened from public street views with perimeter landscaping. Surface parking will continue on G Street Mole and B Street Pier until those properties are redeveloped.

Design Guidelines

To further emphasize the importance of the waterfront, a higher degree of architectural detail and quality will be required within the Waterfront. Architectural guidelines include the following criteria:

- *Building materials should be light in color and of high quality;*
- *Facades should be articulated to create variety and interest and large areas of mirrored glass will be discouraged;*

- *Lower building elements should be highly articulated to create variety and to promote the pedestrian scale of the street. The first two floors of a building will be articulated with architectural detailing, storefront design, arcades and awnings. Special treatment of the cornice of streetwall buildings will be encouraged;*
- *Ground level facades on major streets should be substantially transparent to maximize the sense of relationship between indoor and outdoor activities. Colorful awnings and/or arcades should be used to reinforce the pedestrian environment;*
- *Mechanical equipment, appurtenances and penthouses located on rooftops must be architecturally screened and enclosed, and incorporated as an integral part of the architectural design.*



EXHIBIT E

NORTH EMBARCADERO OVERLAY DISTRICT

CCC Exhibit #7
SD LCPA #4-2000
Centre City Community Plan
Proposed North Embarcadero Overlay District
Complete Text

NORTH EMBARCADERO OVERLAY DISTRICT***Emphasis***

This overlay district is designed to implement the North Embarcadero Visionary Plan (See North Embarcadero Visionary Plan as endorsed by the North Embarcadero Alliance, December 1998). The Zone is intended to enliven the waterfront area and activate the public realm by accommodating a mix of land uses including hotel, office, retail, residential, and entertainment uses throughout the North Embarcadero.

Overall Form

The overall form of the North Embarcadero is consistent with the vision for the entire Waterfront District. The density of development anticipated in this area is consistent with the downtown setting. Mindful of its setting, development is of a larger scale and higher building intensity in the eastern edge and central portions of the North Embarcadero. Height and building intensity "steps down" as development approaches the County Administration Center and the Bay.

Land Use

The North Embarcadero District accommodates a mix of land uses consistent with market conditions, the desired character for the area, and restrictions imposed on tidelands property by State law and on areas in close proximity to an active airport. The District envisions a mix of hotel, office, retail and entertainment uses throughout the North Embarcadero and it encourages residential projects where possible to enliven the area. Light industrial and automotive uses are restricted to the area nearest the airport.

Places & Destinations

Bayfront Esplanade - The Bayfront Esplanade is intended to be a continuous public open space spine along the San Diego Bay, anchored by two public spaces, County Terrace and Broadway Landing that each embrace the Bay. The Esplanade is defined by the crescent-shaped bayfront along its western edge and by North Harbor Drive and a consistent backdrop of buildings to the east. The promenade strings together a "necklace" of parks and plazas, which collectively form a "front porch" for the city, creating an active public precinct at the water's edge.

Broadway Landing - Broadway Landing is intended to be one of San Diego's most important civic spaces, commanding a prominent position at the foot of Broadway. Framed by the active edges of B Street, Broadway and Navy Piers, Broadway Landing is an expansive public space that reaches from the grand oval-shaped landscaped park on the Bayfront Esplanade out over the water. Broadway Landing is envisioned to include a public boardwalk lined with outdoor cafés, kiosks, and cultural attractions.

Navy Broadway Complex

Situated on the waterfront of San Diego Bay, between Broadway and Market Street and Pacific Highway and Harbor Drive, the Navy Broadway Complex includes approximately 15 acres of downtown's most unique and sensitive real-estate.

The Navy Broadway Complex functions as the headquarters for the Naval Supply Center, San Diego; the Commander, Naval Base, San Diego; as well as several other activities. The Complex consists of approximately 400,000 square feet of administrative offices and 600,000 square feet of warehouse uses most of which were constructed between 1921 and 1944.

In 1982, the Navy reviewed a plan to provide a centralized, upgraded, and efficient administrative facility for many Navy installations in the San Diego area. This regional facility would require approximately one million square feet of Navy office space.

The Navy Broadway Complex site was selected to serve as this administrative facility because of its central location, available land area, location to the Navy Pier (which will continue to operate as a key military asset), and existing land constraints on area Navy operational bases.

The redevelopment program includes up to one million square feet of commercial, office, hotel and retail uses. Development of the Navy Broadway Complex is an important component of the development of the North Embarcadero District. Every effort should be made to conform to guidelines and goals established in the plans for this district.

County Administration Center and County Terrace

The County Administration Center (CAC) commands an important site and is a significant historic and cultural landmark in the North Embarcadero. The County Administration Building, built in 1937, is listed on the National Register of Historic Places. Development surrounding the CAC should complement the landmark character of the building and highlight its unique architectural features. Framed by the majestic palms, the building stands out along the North Embarcadero. The County Terrace, the park-like area in front of the County Administration Building, is bordered by the Grape Street piers to the north and the Maritime Museum to the south. The CAC consists of the historic County Administration Building as well as the land between Grape Street to the north and Ash Street to the south. The County Terrace and CAC are collectively envisioned as a grand civic space that will complement and enhance the landmark structure.

Circulation & Parking

Streets within the North Embarcadero Overlay District are comprised of three types: vehicular-oriented, pedestrian-oriented and vehicular and pedestrian oriented streets. Major vehicular through traffic is concentrated on Pacific Highway, thereby allowing North Harbor Drive south of Grape Street to carry less traffic and have a more defined pedestrian orientation. Frequent east-west streets, aligned with the downtown street system, provide convenient vehicular and pedestrian connections between Pacific Highway and North Harbor Drive. The east-west streets, and the resultant grid pattern, offer smaller, more "walkable" blocks and they allow for vehicular and pedestrian linkages

throughout the North Embarcadero. (See *Hierarchy of Streets* section of the Centre City Community Plan)

Consistent with their role and character, streets vary in their provision of parking and service access (driveways).

Pacific Highway

Pacific Highway is intended to be an elegant, tree-lined boulevard accommodating though traffic and pedestrian circulation. The street is designed with six travel lanes, a center turn lane and/or median, two parking lanes and two fourteen foot sidewalks. A consistent 130-foot wide street section from Hawthorn Street continuing south to the intersection of Harbor Drive is envisioned, along with basic streetscape improvements for the portion of Pacific Highway between Hawthorn and Laurel Streets.

North Harbor Drive

North Harbor Drive is envisioned as a narrow, pedestrian-oriented street with ample on-street parking, providing waterfront access and slowing traffic. North Harbor Drive is designed with three travel lanes, parallel parking (east side) and diagonal parking (west side), and 20-foot wide (east side) and 10-foot wide (west side) sidewalks. Its design includes wider sidewalks at street intersections to enhance the pedestrian orientation of the street.

Broadway

As downtown's principal "grand ceremonial street", Broadway will connect the waterfront and Broadway Landing to the heart of downtown. Between the Santa Fe Depot and North Harbor Drive, buildings are set back from the established right-of way, providing both views and a grand promenade to the Bay. Broadway is designed with four travel lanes, a center turn lane and/or median, two parking lanes, and two wide "paseos" that widen to a plaza at North Harbor Drive.

East-West Streets

East-west streets in the North Embarcadero are intended to provide convenient and frequent access to the bayfront for motorists, bicyclists and pedestrians. Where possible, the east-west streets cross the Burlington Northern Santa Fe Railroad tracks, connecting the downtown with the Bay. East-west streets are designed with three travel lanes, two parking lanes and two sidewalks with a minimum width of 15 feet on each side. East-west streets have the character of a public street or otherwise feel welcoming to the general public.

Parking

It is envisioned that the parking supply in North Embarcadero should accommodate both the general public and development. Development in the area should construct parking to accommodate demand and provisions will be made, where possible, for shared public use during off hours.

North Embarcadero

Design Guidelines

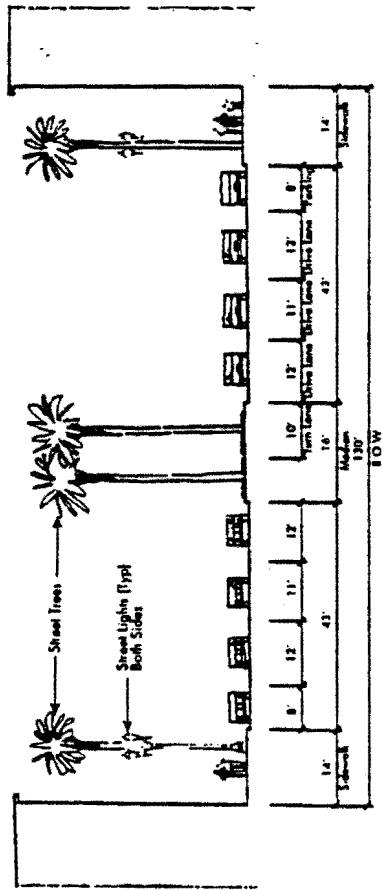
Design Guidelines for North Embarcadero are intended to guide the style, type and quality of development described in the North Embarcadero Visionary Plan. The Visionary Plan contains comprehensive discussion of these issues. The document should be consulted as background for a full understanding of the vision for the North Embarcadero area. Guidelines, in addition to those outlined in the Waterfront District and specific development regulations outlined in the Centre City Planned District Ordinance, are as follows:

1. *Along Broadway, canopies and other structures should be designed to minimize impacts to views down that street.*
2. *Curb cuts are not permitted along North Harbor Drive except for access to County Administration Center.*
3. *At Broadway, vehicular entry courts should be as small as possible and not located within a 40-foot wide pedestrian zone. The pedestrian zone is defined as the area adjacent to the roadway; it allows for vehicular-free "paseo" linking Santa Fe Depot with Broadway Landing Park.*
4. *Use of shared driveways is encouraged.*
5. *Access to parking and loading areas should be screened from predominant view, and designed to allow vehicles to maneuver on site without obstructing public pedestrian or vehicular circulation.*
6. *Large parking lots and structures should be located away from and should not front on North Harbor Drive to enhance the quality of the public realm at the water's edge. Parking structures should not exceed 60 feet.*
7. *Every reasonable effort should be made to provide two levels of below-grade parking prior to the provision of above-grade parking. Underground parking must be a full level below grade; partially depressed parking disrupts street-level activity and creates a physical barrier between the street and the development frontage.*
8. *Structured parking should be either completely encapsulated or visually screened by means of other uses. Ceiling mounted lighting within the structure should be screened from grade-level view.*
9. *Along the Bayfront, structures must be designed to minimize blockage of views to the Bay from the Embarcadero. Structures should be highly articulated and compatible with the pedestrian scale of the area. Its character should be one of lightness and transparency.*

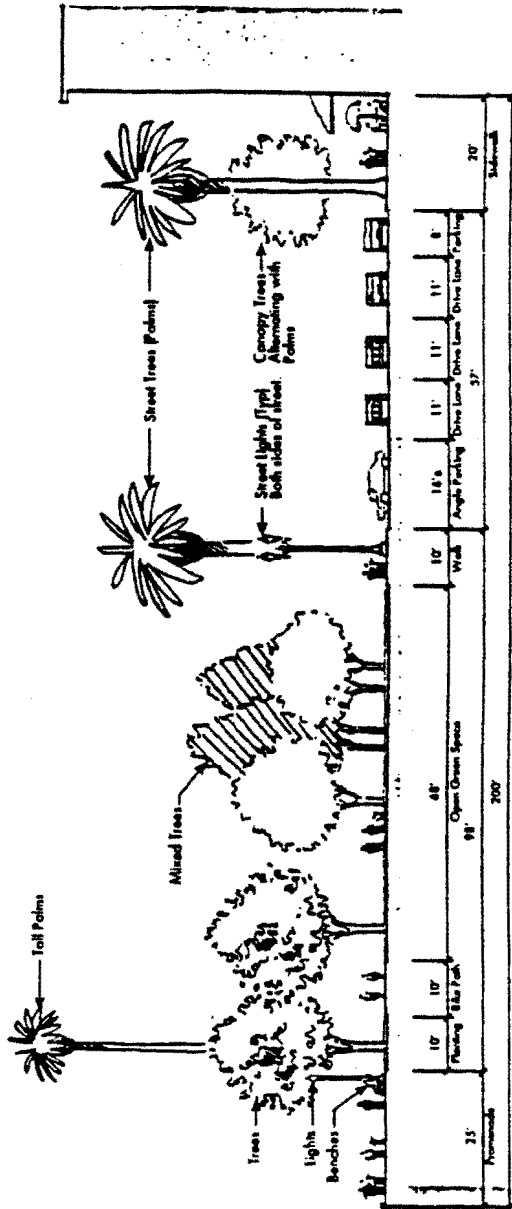
10. *New buildings should emphasize compatibility of form, materials, and colors with the County Administration Building. Appendix A contains specific design guidelines for development in areas adjacent to the CAC.*

EXHIBIT F

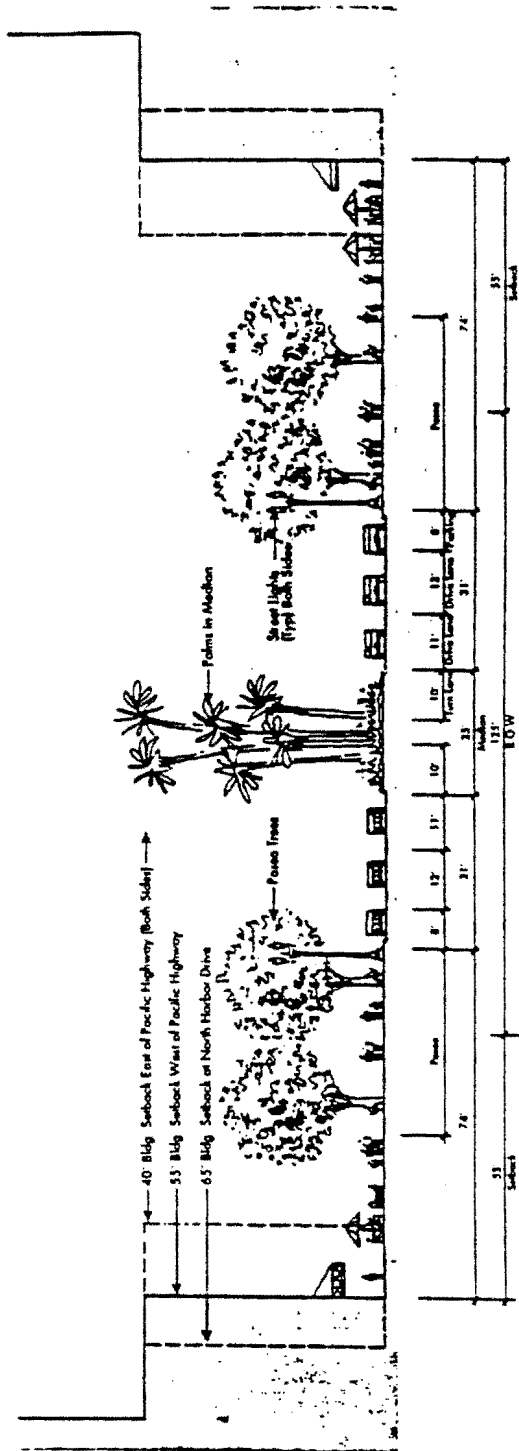
STREET SECTIONS - NORTH EMBARCADERO



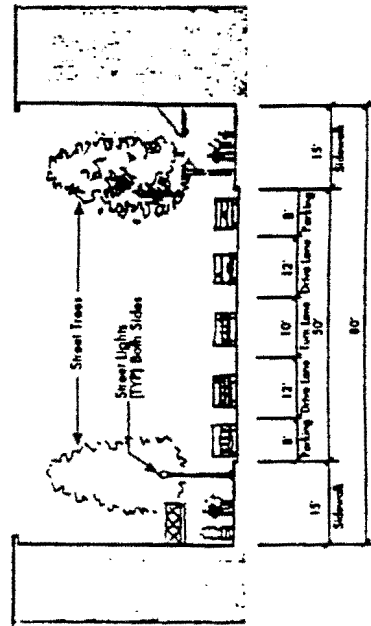
Pacific Highway



North Harbor Drive/Esplanade



Broadway



East/West Streets

Proposed Street Sections



CENTRE CITY PLANNED DISTRICT ORDINANCE AMENDMENTS
North Embarcadero Visionary Plan

[Note: Changes to Figures are compiled in Exhibit G, "Amendment to PDO Figures"
Exhibit G includes a new map, Figure 4, "North Embarcadero Building Height"]

Change No. 1:

Amend §103.1903 Boundaries and Applicable Districts:

This Division applies to all property located in the Centre City Community Planning Area shown in Figure 1 of Chapter X, Article 3, Division 19, except for lands within the jurisdiction of the San Diego Unified Port District which are subject to the provisions of the San Diego Port District Act, the Tidelands Trust and the California Coastal Act of 1976, the Navy Broadway Complex, the County Administration Center property (except in the case of private use of the property), and land within the jurisdiction of the Gaslamp Quarter Planned District Ordinance and Marina Planned District Ordinance codified in the San Diego Municipal Code as Chapter X, Article 3, Division 4 et seq., and Chapter X, Division 20 et seq., respectively.

Change No. 2:

Amend §103.1904 (G) (5):

The Navy Broadway Complex and other Navy property is located within the boundaries of various areas and districts described in this Division. Redevelopment of the Navy Broadway Complex, bounded by Broadway to the north, Pacific Highway to the east, and Harbor Drive to the west and south, is expected to be developed in accordance with the Navy's development plan and urban design guidelines as specified in a development agreement with the City ~~and incorporating the Central Bayfront Design Principles adopted by the Bayfront Complex Coordinating Group on September 22, 1989,~~ or as otherwise provided by law.

Change No. 3:

Amend §103.1910 (H) Required Street Level Uses:

"Along the streets, shown in Figure 3 of Chapter X, Article 3, Division 19, at least seventy percent (70%) of the first story street wall frontage shall be devoted to Street Level Uses. On Broadway west of California Street, and on Grape and Ash Streets west of California, seventy-five percent (75%) of the first story street wall frontage shall be devoted to Street Level Uses.

[Amend Figure 3 as shown on Figure 3, Exhibit G]
Change No. 4:

Amend §103.1915 (C) Building Height:

3. Within the area located between ~~Pacific Highway west of~~ and California Street, and between Ash Street and Grape-Hawthorn Street, the maximum height for structures is eighty-five (85) feet above grade. See also §103.1918.
4. [Text remains the same]
5. Building height shall be as specified in [Add Figure 4 entitled "Building Height" as shown in Exhibit G]
- ~~5-~~ 6. [Text remains the same]

Change No. 5:

Amend §103.1915 (F) Street Level Development Standards:

- (1) (b) Street wall – A street wall is required along 100% (100%) of the total linear property line adjacent to the public right-of-way. The street wall shall be located at, or within five (5) feet of the street property line, except within the North Embarcadero Overlay District as indicated on Figure 13 of this section.
- (2) Street wall height –
 - (b) ~~Except as provided in Section 103.1915 (F) (2) (b),~~ The minimum street wall height is thirty (30) feet, except as shown on Table II of §1915, "Setbacks and Stepbacks"

Change No. 6:

§103.1915 (G) View Corridor Setbacks and Stepbacks

1. Setbacks and Sstepbacks are required along those streets shown in Figure 8 of Chapter X, Article 3, Division 19. Required setbacks and stepbacks shall be measured from the property line, above the sidewalk along the designated Centre City view corridors as specified in the following Table II. Where the public right of way or sidewalk is required to be widened, the view corridor shall be taken from the new property line.

Change No. 7:

[Replace existing Table II of §103.1915 with revised Table II (See Exhibit H)]

Change No. 8:

§103.1918 – County Administration Center Design Zone North Embarcadero Overlay District

1. The purpose of the North Embarcadero Overlay District is to implement the provisions of the North Embarcadero Visionary Plan, endorsed by the members of the North Embarcadero Alliance (Centre City Development Corporation, City of San Diego, County of San Diego, San Diego Unified Port District, United States Navy) in December 1998. The North Embarcadero Overlay District is shown on Figure 9 of Chapter X, Article 3, Division 19, "Waterfront District". Unless specified in this section, all development within the North Embarcadero Overlay District shall comply with all other provisions of this Ordinance.

2. The City Council and Redevelopment Agency shall refer to the North Embarcadero Visionary Plan Design Guidelines in the review and approval of all development within this district.

3. Parking requirements in the North Embarcadero Overlay Zone shall be as stated in §103.1936(B)(1).

4. Any development proposal in this zone shall be referred for comment to a representative of the the members of the North Embarcadero Alliance, (the City of San Diego, the County of San Diego, the San Diego Unified Port District and the United States Navy) as part of the review by the President regarding the design of the proposal, prior to issuance of a Centre City Development Permit.

§103.1918 5. County Administration Center Design Zone

~~A:~~ a. ~~The County Administration Center Design Zone is located within the Waterfront District the North Embarcadero Overlay District boundaries between Grape and Ash Streets and between Pacific Highway and California Street, and on one block immediately north and south of the County Administration Center as shown in Figure 4 + 12 of Chapter X, Article 3, Division 19.~~

~~B.~~ Any development proposal in this zone shall be reviewed by the County Chief Administrative Officer as well as the Executive Vice President regarding the design of the proposal, prior to issuance of a Centre City Development Permit. (Note: See item 4 above for replacement text)

~~C.~~ Within the area located between Pacific Highway and California Street, Ash Street and Grape Street, the maximum height for the structures is eighty five (85) feet above grade. (Note: See §103.1915 (C) Building Height, above)

~~D:~~ b. ~~The Executive Vice President~~ President shall refer to the Design Guidelines for the Pacific Highway – County Administration Center Design Zone, on file in the office of the Clerk of the Board of the County of San Diego and adopted by the County Board of Supervisors on April 24, 1990, [Note: Add new date upon adoption of modified Guidelines] in review and approval of any project within this zone.

Change No. 10:

§103.1925

Amend Table 4 of §103.1925 as shown in Exhibit I, "Land Use Classifications Permitted by Land Use Districts", to add the following uses to the Table 4 in the RVM District:

Section D: research & development

Section G: warehousing & distribution (wholesale)

Change No. 11:

§103.1933 (D) (5)

[Change paragraph as follows:]

The Navy Broadway Complex and other Navy property is located within the boundaries of various areas and districts described in this Division. Redevelopment of the Navy Broadway Complex, bounded by Broadway to the north, Pacific Highway to the east, and Harbor Drive to the west and south, is expected to be developed in accordance with the Navy's development plan and urban design guidelines as specified in a development agreement with the City and incorporating the ~~Central Bayfront Design Principles adopted by the Bayfront Complex Coordinating Group on September 22, 1989, or as otherwise provided by law. Replacement of Navy facilities currently located at 1220 Pacific Highway may provide off-street parking at a ratio of two (2.0) spaces per one thousand (1,000) gross square feet.~~

Change No. 12:

Add §103.1936 (B) (1):

1. Within the North Embarcadero Overlay District, as shown on Figure 9 of Chapter X, Article 3, Division 19, the Property Development Regulations listed in Section 103.1936 (B) (Off-street parking requirements) shall not apply. The City's shared parking standards §142.0545, "Shared Parking Requirements", or the minimum standard, whichever is less, shall apply. The following minimum number of parking spaces according to the following types of uses shall apply in the North Embarcadero Overlay District:

Office – 2 spaces/1000 square feet

Hotel - .5 spaces/room

Retail – 2.5 spaces/1000 square feet

Residential – 1 space/per bedroom. No more than 2 spaces per unit will be required.

Restaurant – 5 spaces/1000 square feet

No maximum number of parking spaces shall apply in the North Embarcadero Overlay District.

Renumber subheadings under §103.1936 (B), beginning with new number (1), continue through new number (6).

Change No. 13:

Amend Figures 1 through 13 as shown on Attachment G (Proposed Changes to Planned District Ordinance Figures), and Figure 1, "Parking Ordinance Boundary" and Figure 1, Transit Ordinance Boundary", also as shown in Exhibit G.

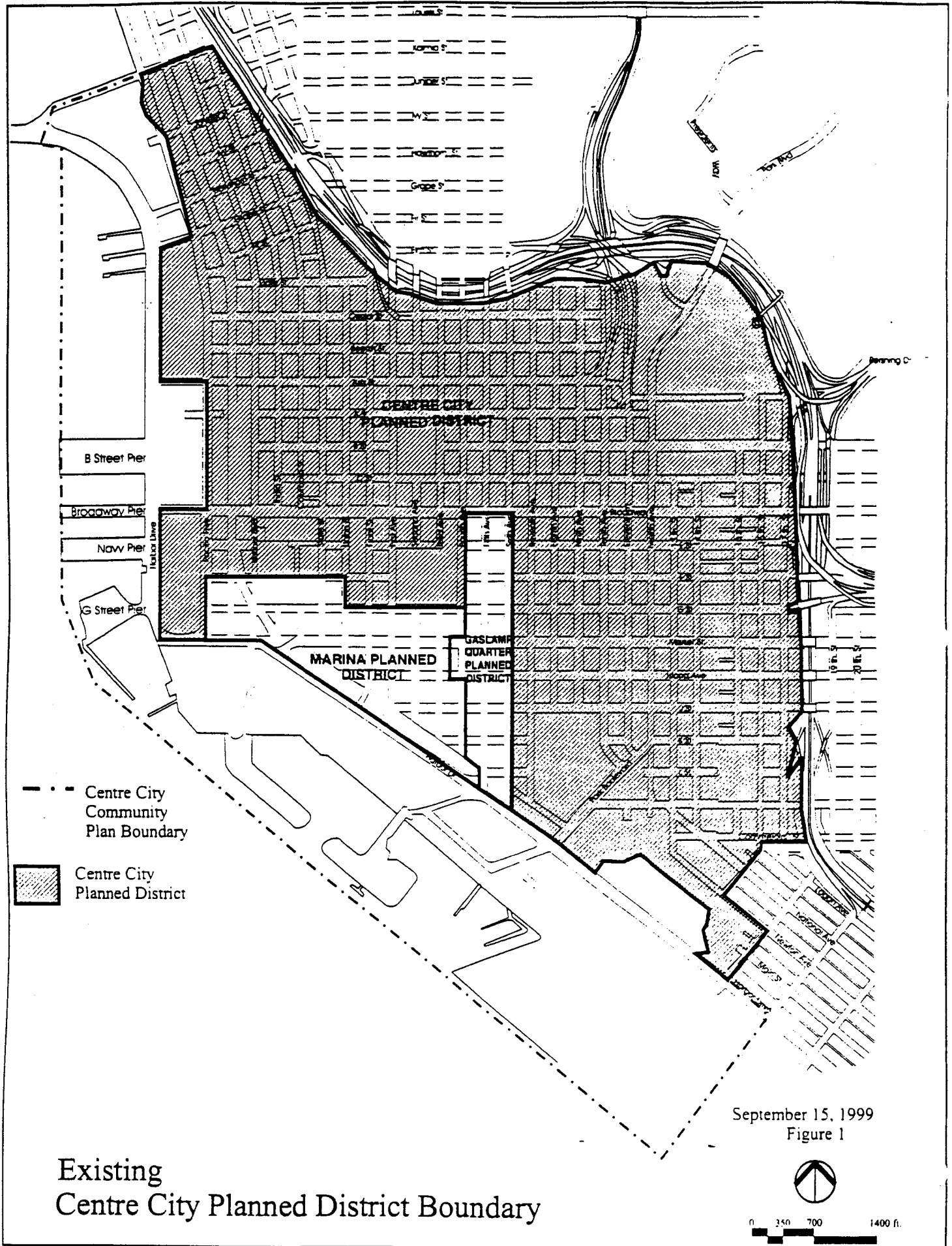
[END OF PROPOSED PLANNED DISTRICT ORDINANCE AMENDMENTS]



EXHIBIT G

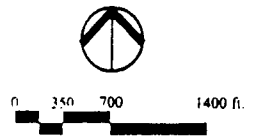
PROPOSED AMENDMENTS TO PDO FIGURES

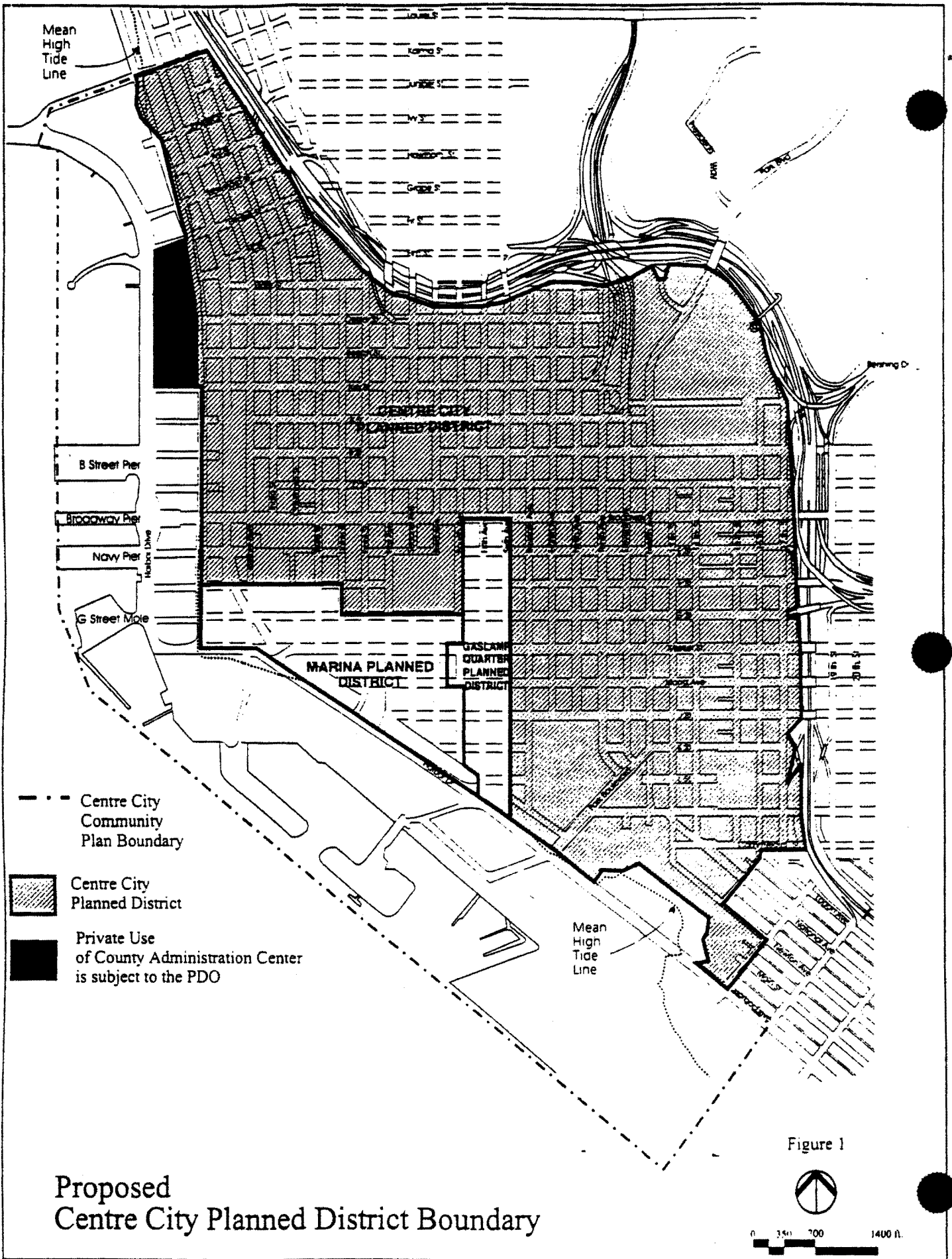
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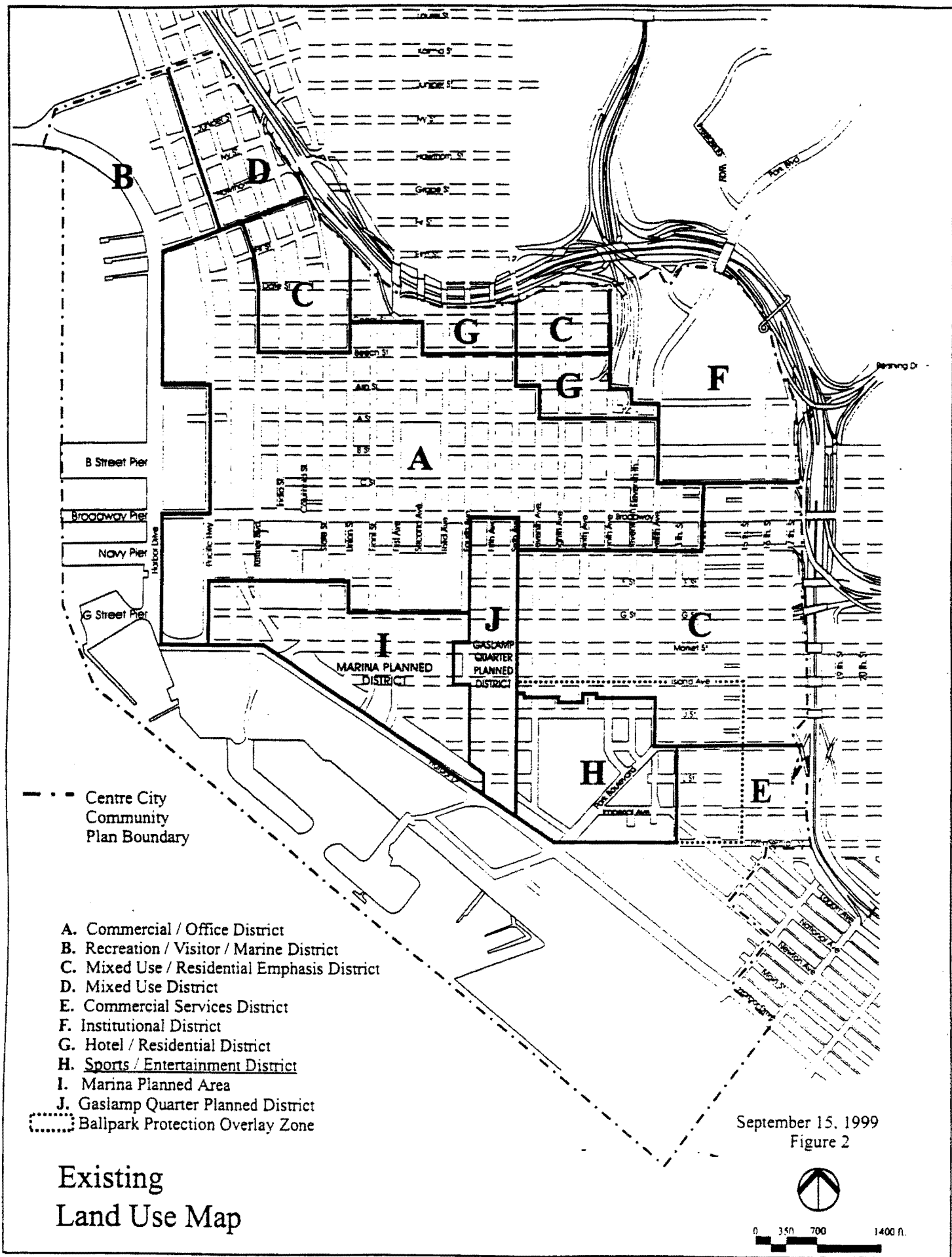
Existing Centre City Planned District Boundary

September 15, 1999
Figure 1

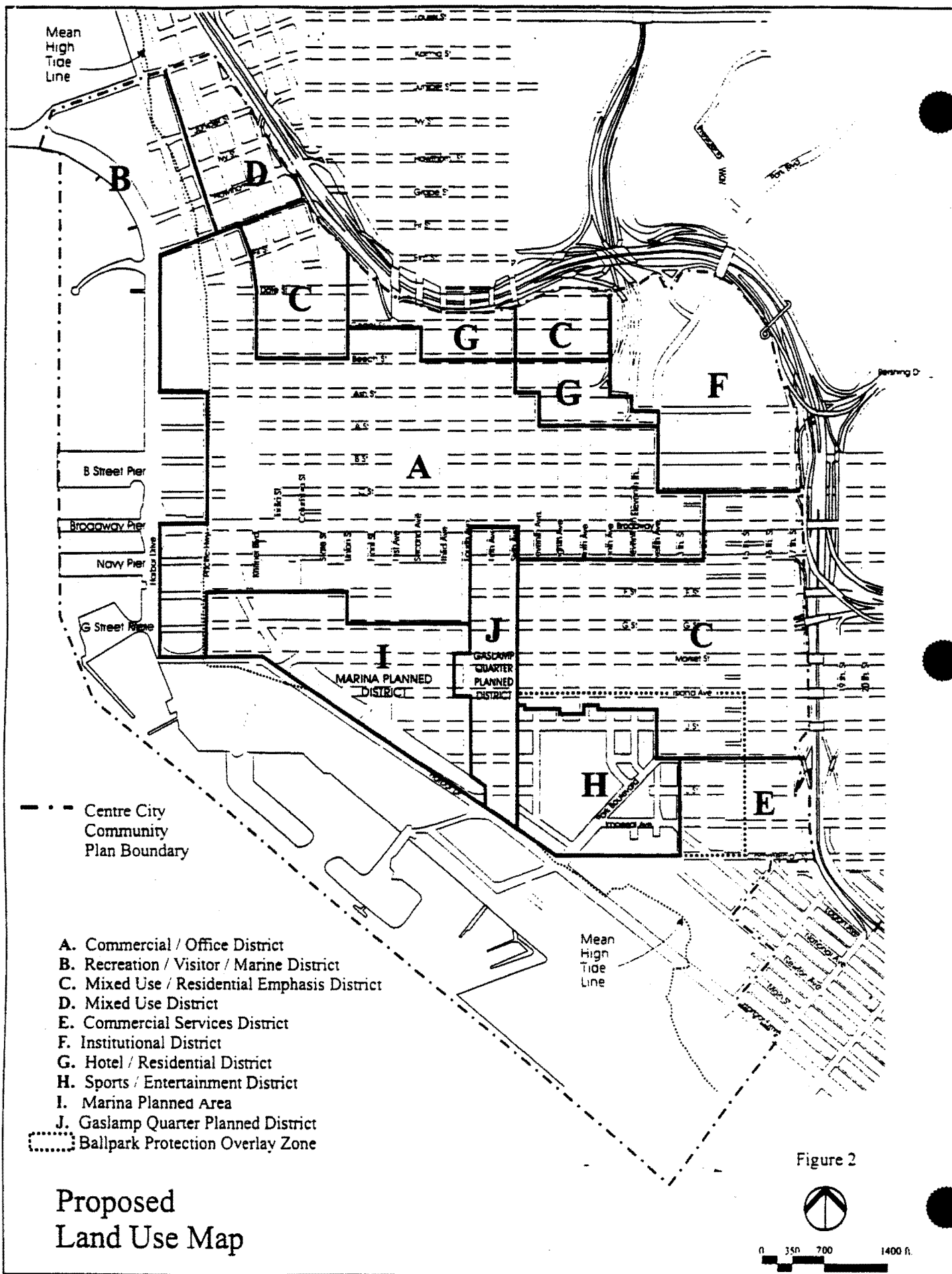




Proposed Centre City Planned District Boundary



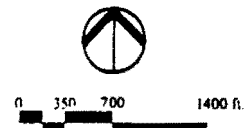
Existing
Land Use Map

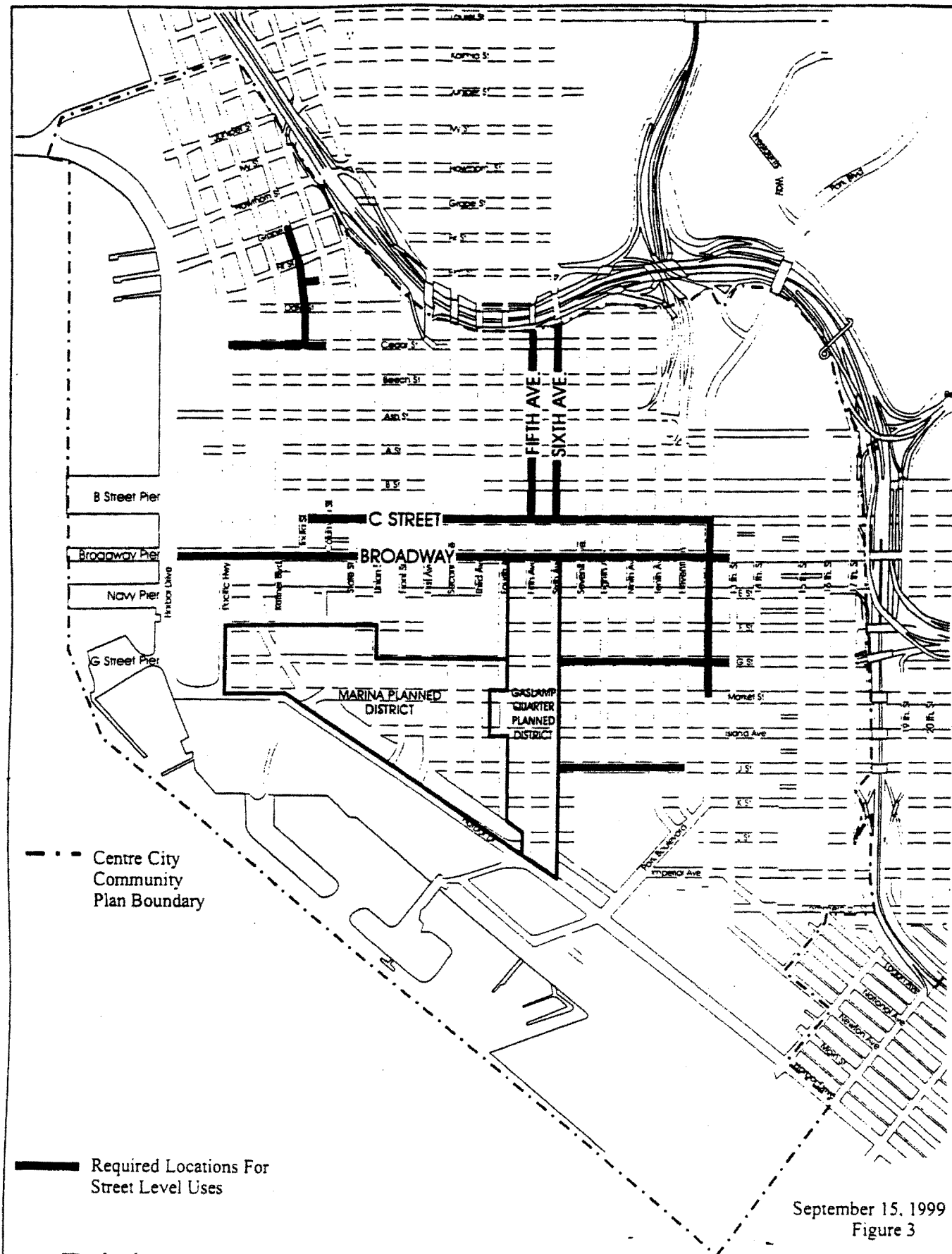


- A. Commercial / Office District
- B. Recreation / Visitor / Marine District
- C. Mixed Use / Residential Emphasis District
- D. Mixed Use District
- E. Commercial Services District
- F. Institutional District
- G. Hotel / Residential District
- H. Sports / Entertainment District
- I. Marina Planned Area
- J. Gaslamp Quarter Planned District
- Ballpark Protection Overlay Zone

Proposed
Land Use Map

Figure 2



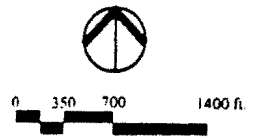


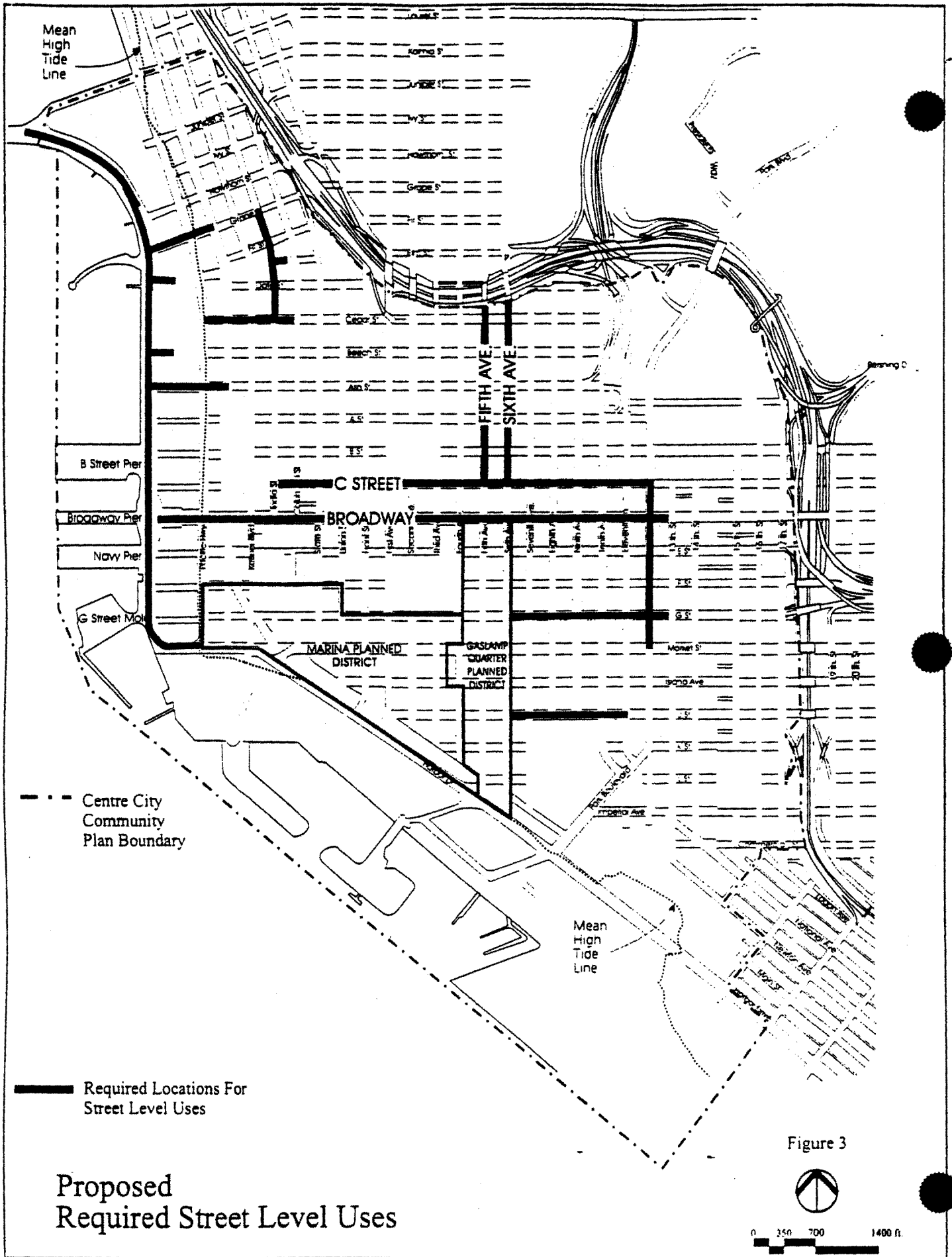
--- Centre City
Community
Plan Boundary

— Required Locations For
Street Level Uses

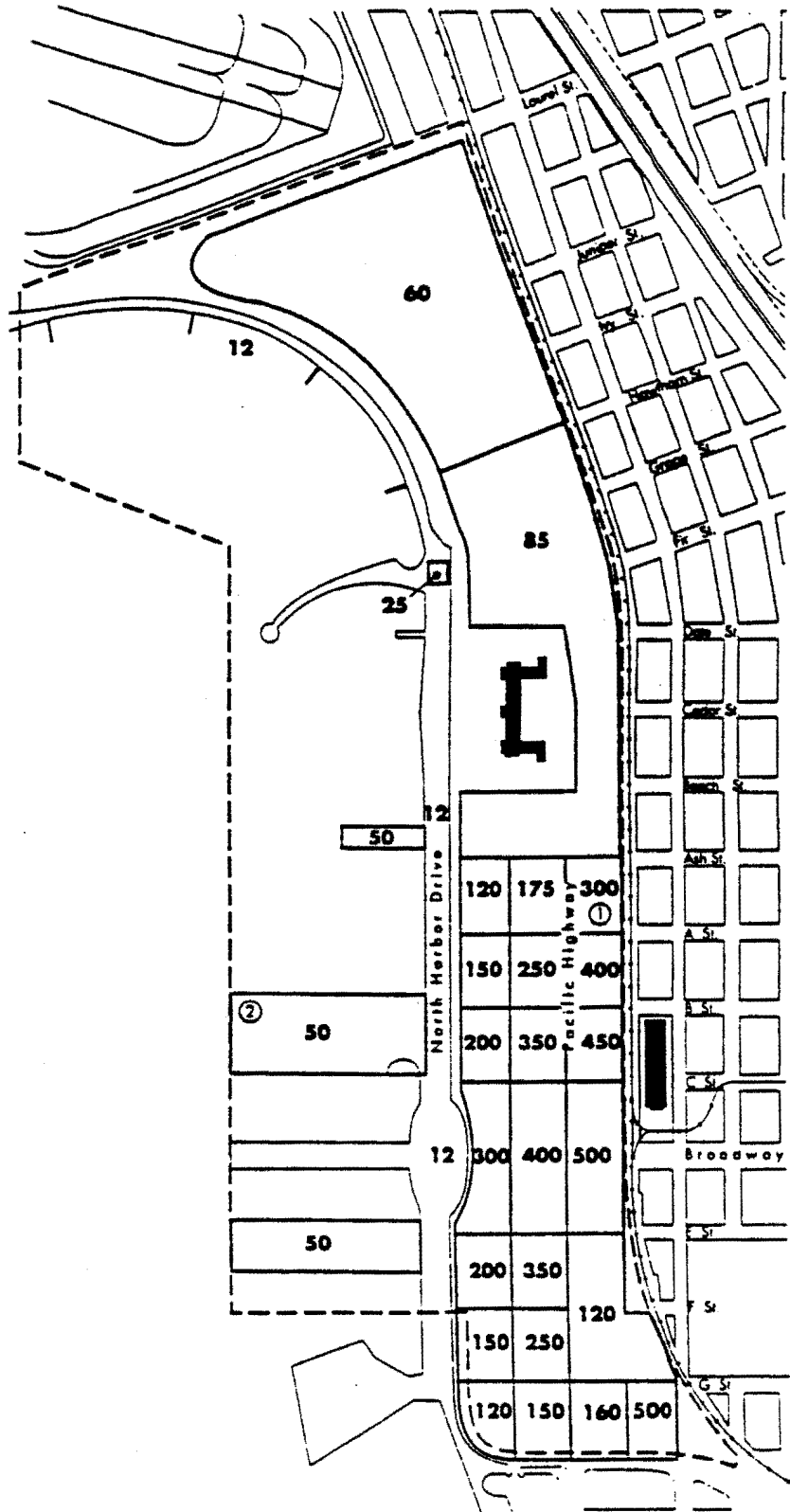
Existing
Required Street Level Uses

September 15, 1999
Figure 3



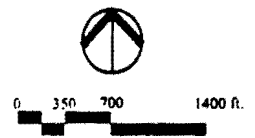


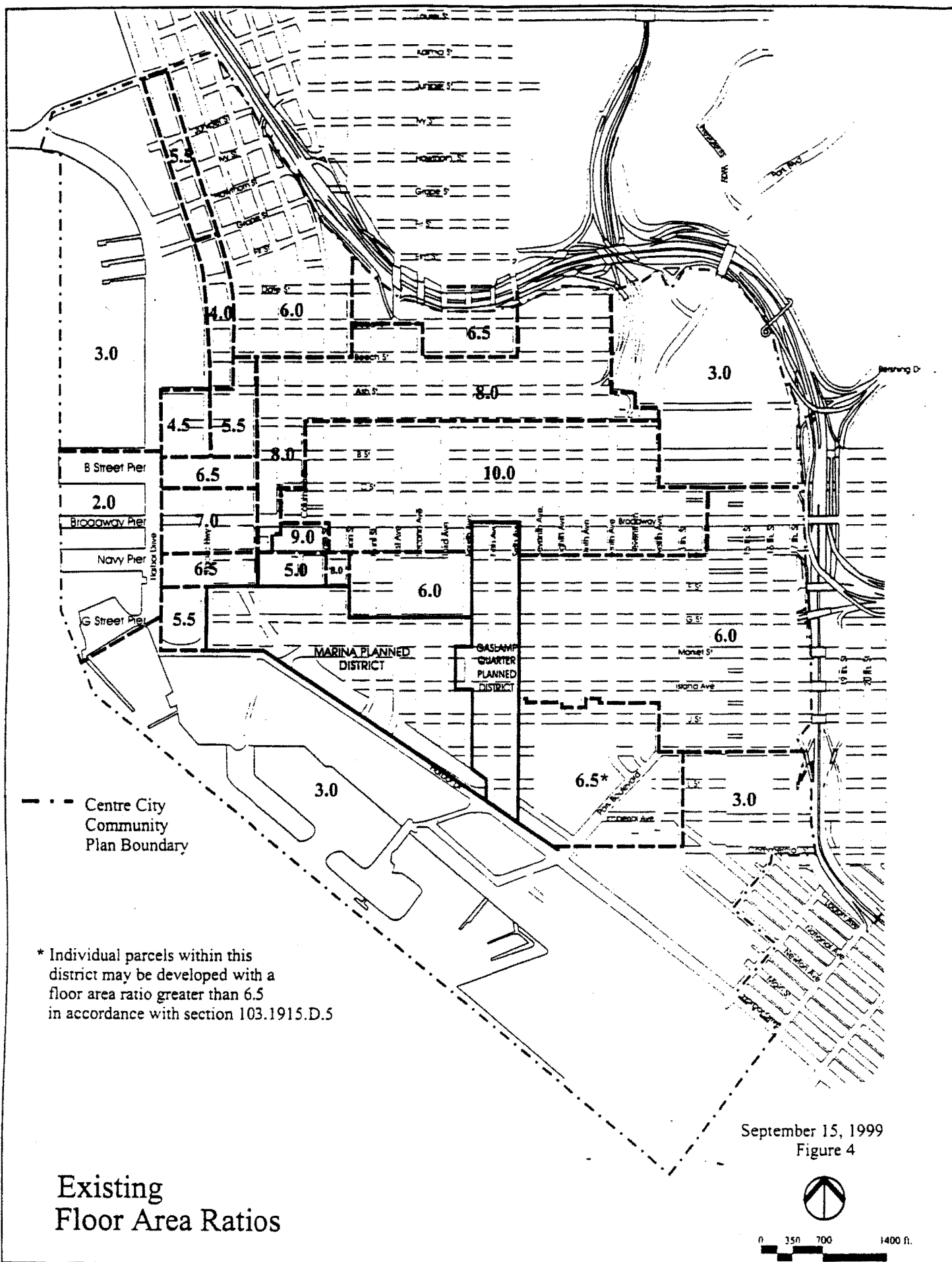
NEW FIGURE 4 INSERTED

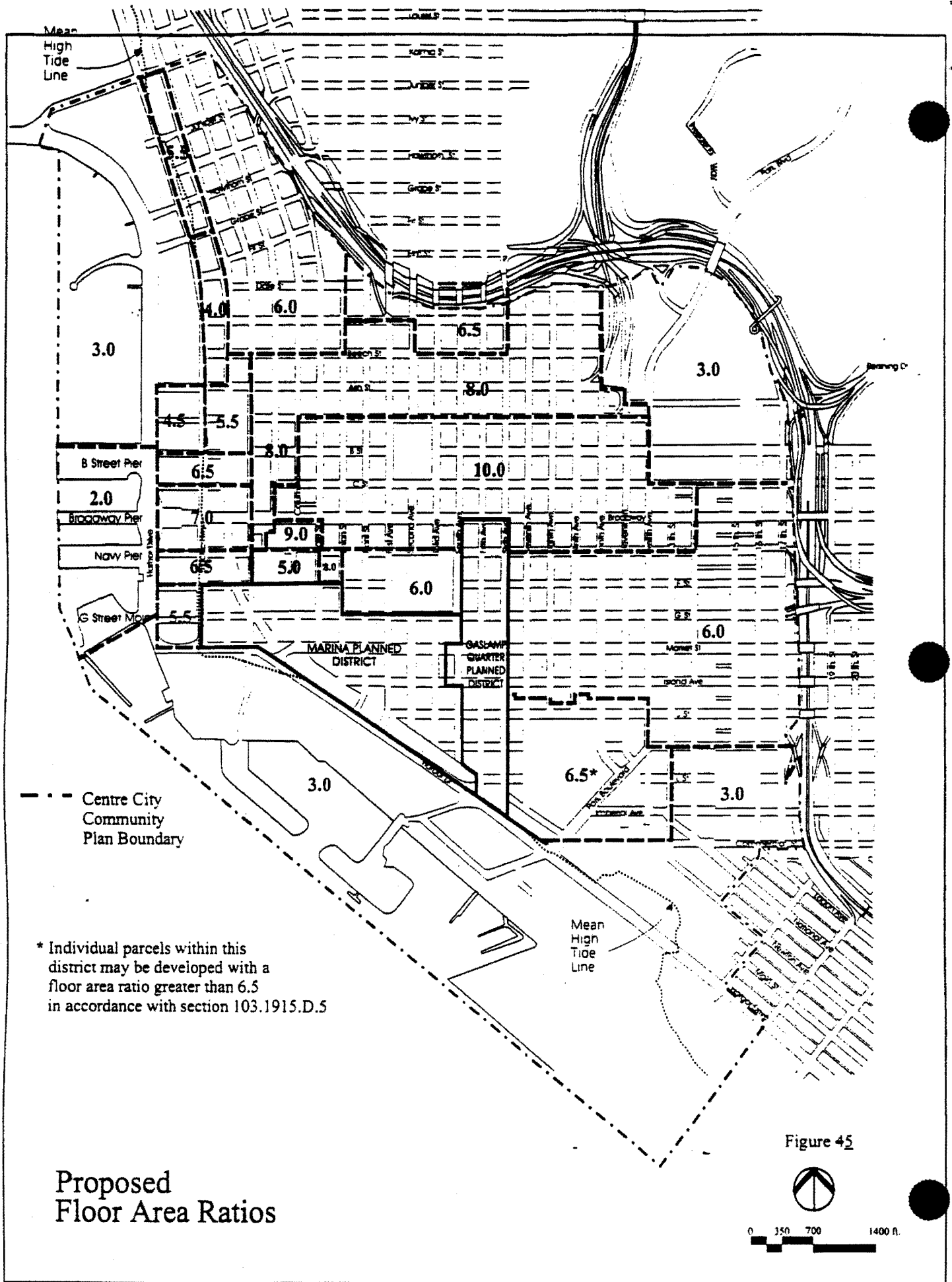


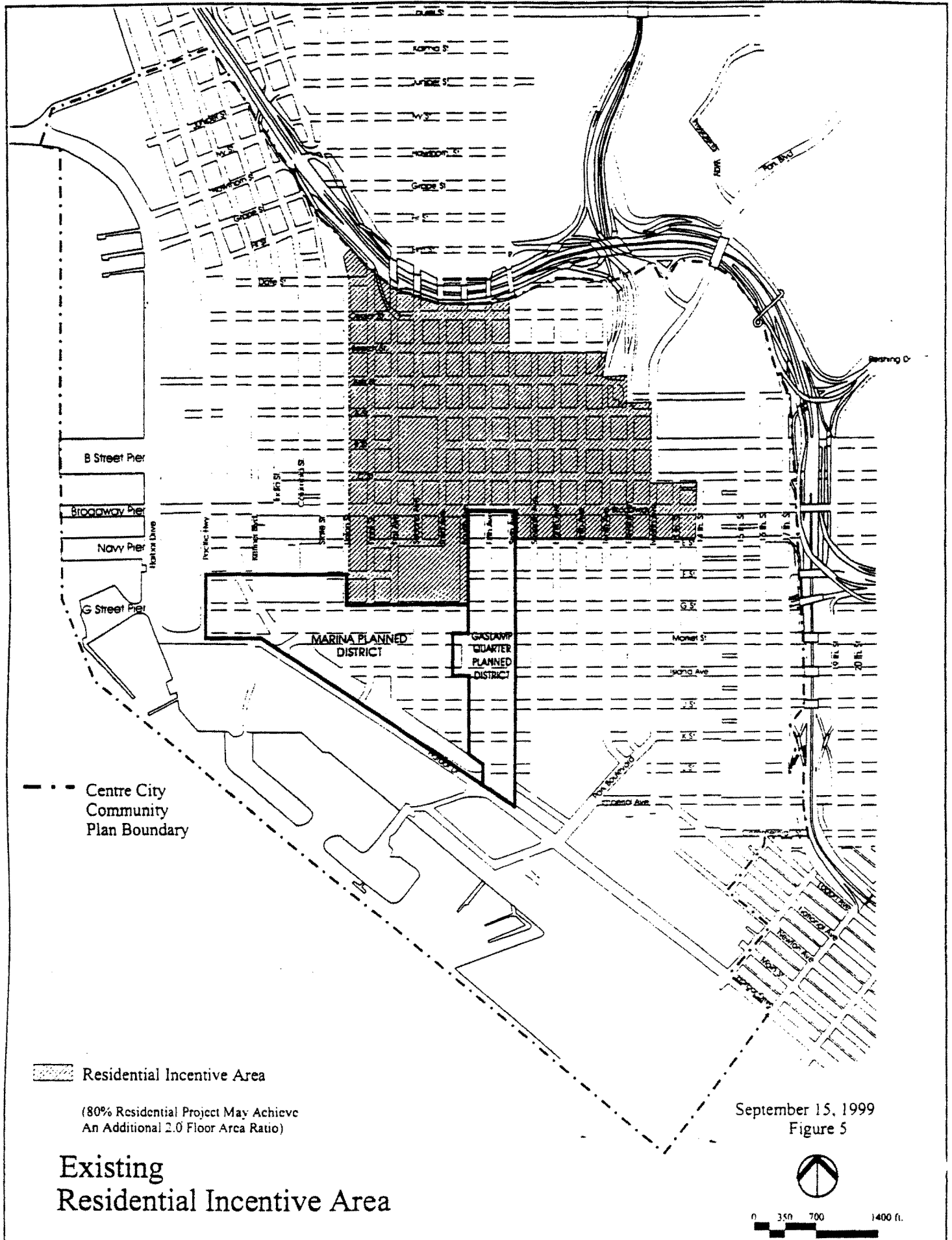
Proposed
Building Height-North Embarcadero

Figure 4



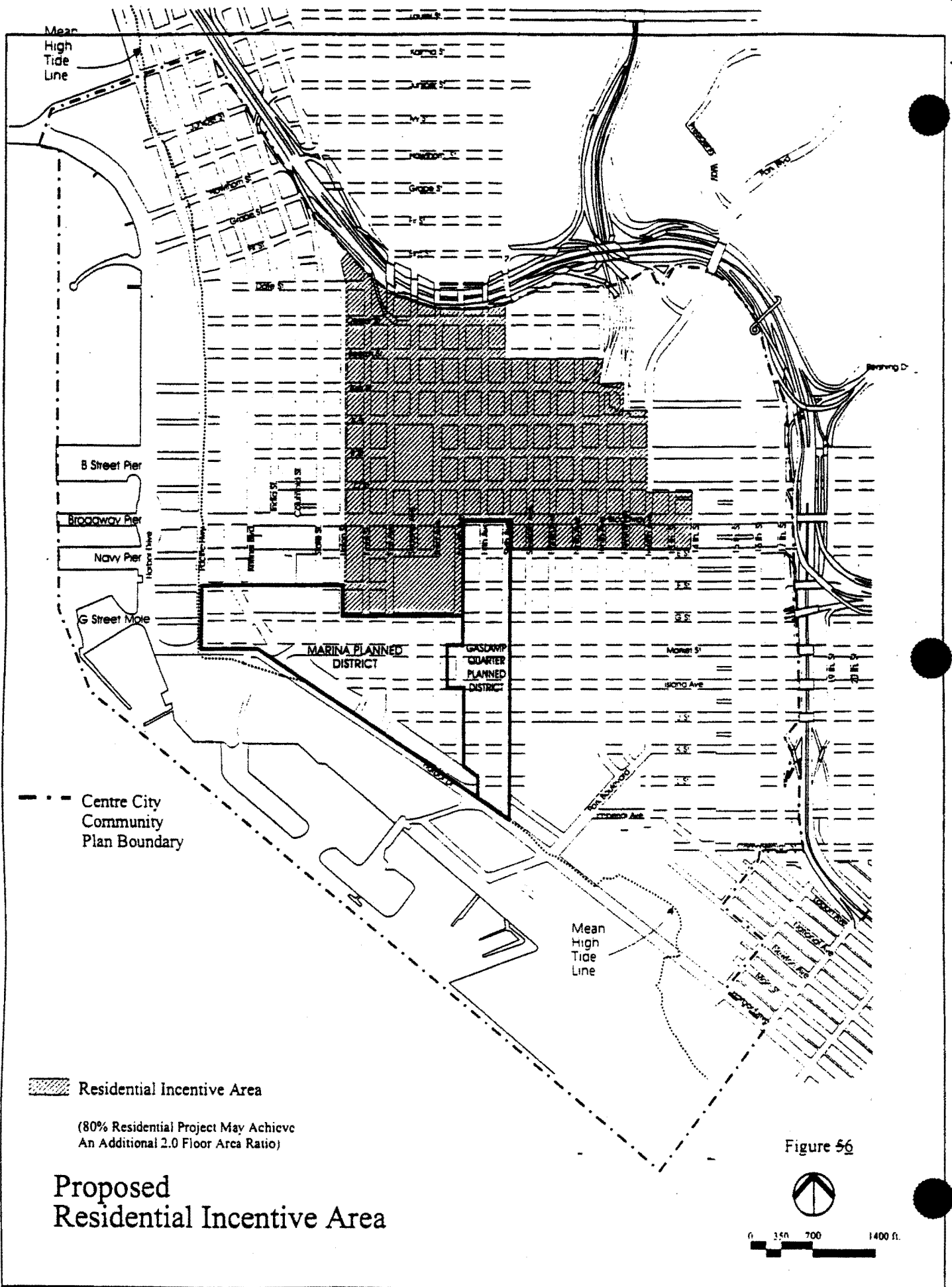


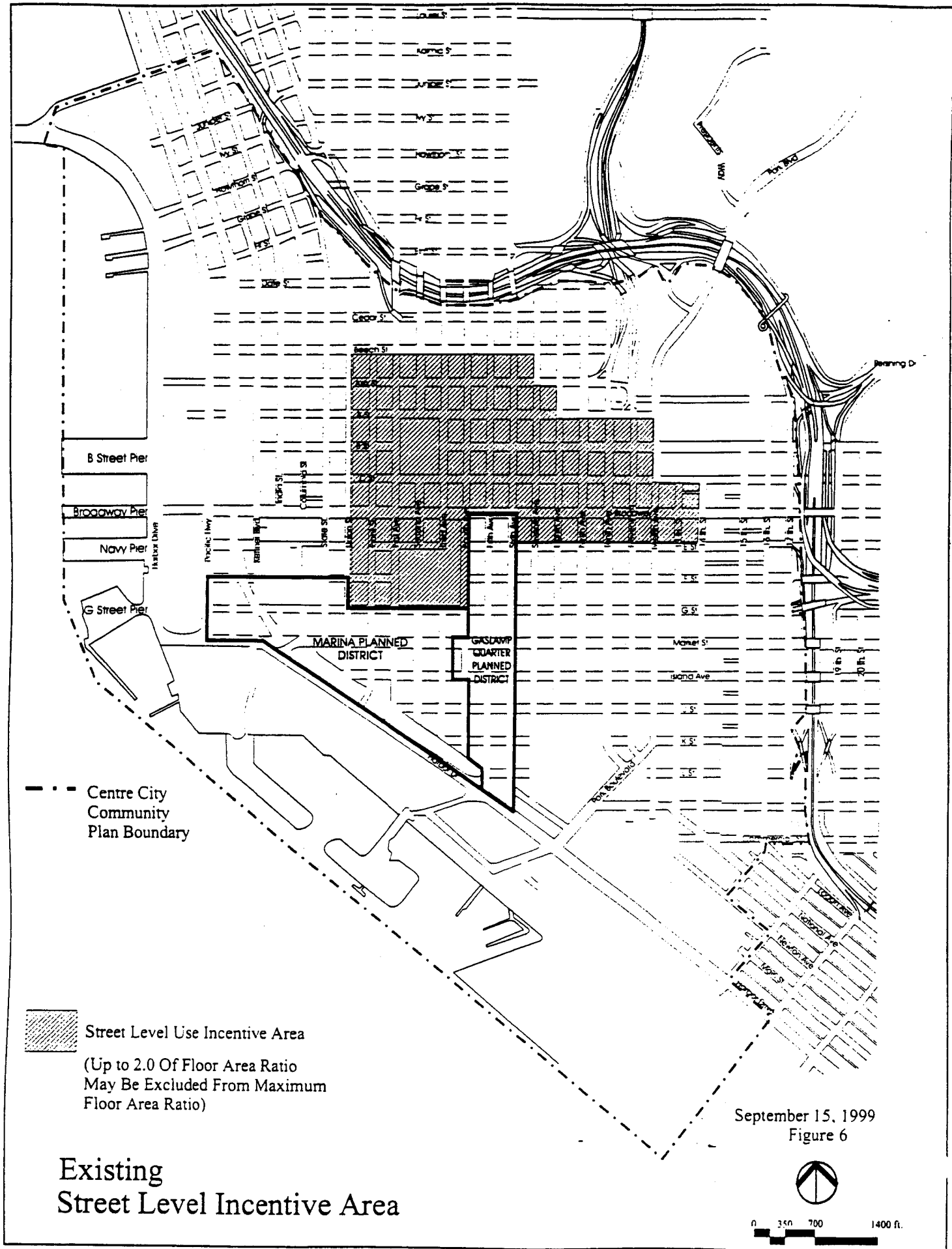


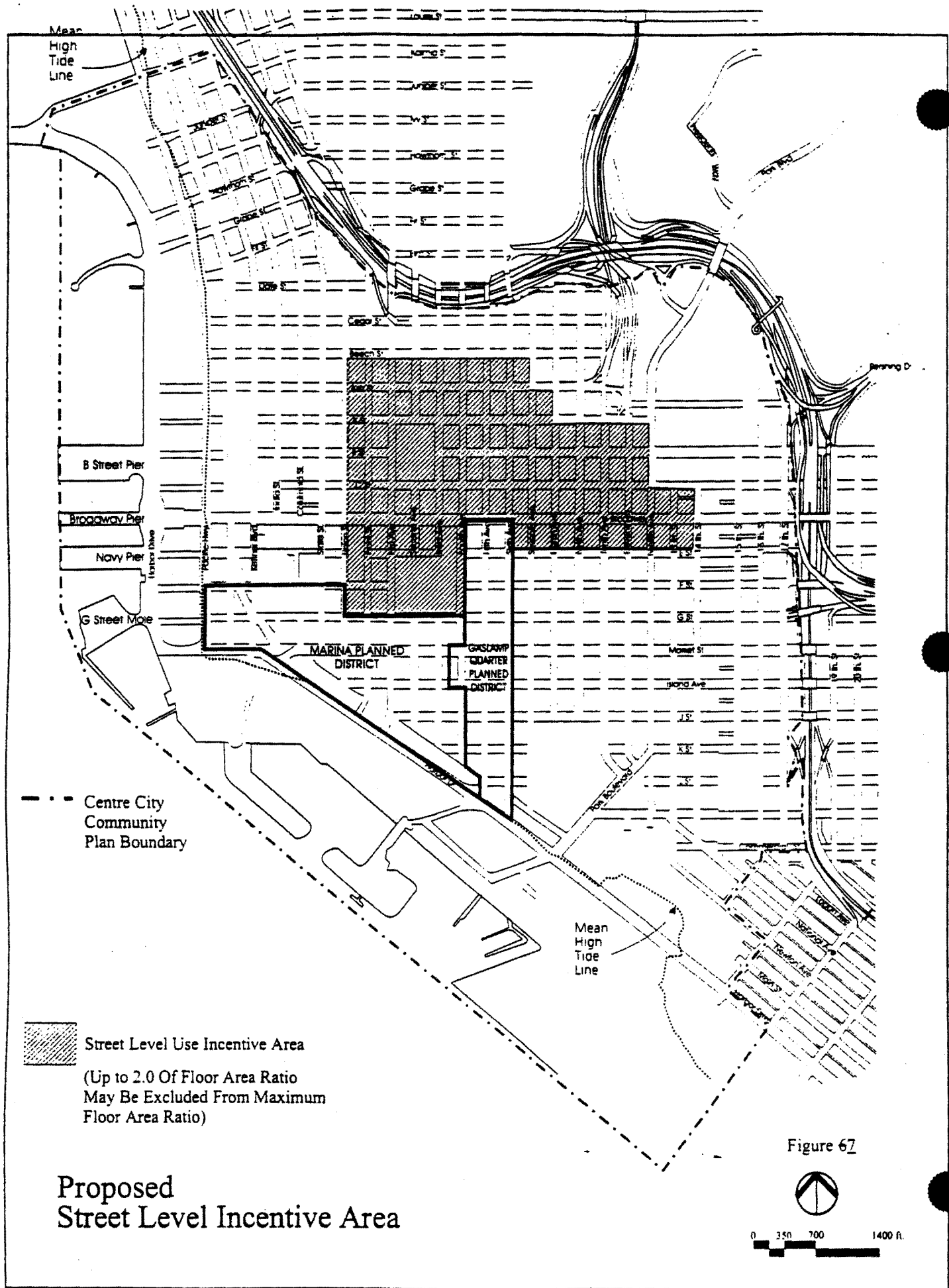


September 15, 1999
Figure 5

Existing Residential Incentive Area







Mean High Tide Line

B Street Pier
Broadway Pier
Navy Pier
G Street Pier

MARINA PLANNED DISTRICT

GASLAMP QUARTER PLANNED DISTRICT

Centre City Community Plan Boundary

Mean High Tide Line



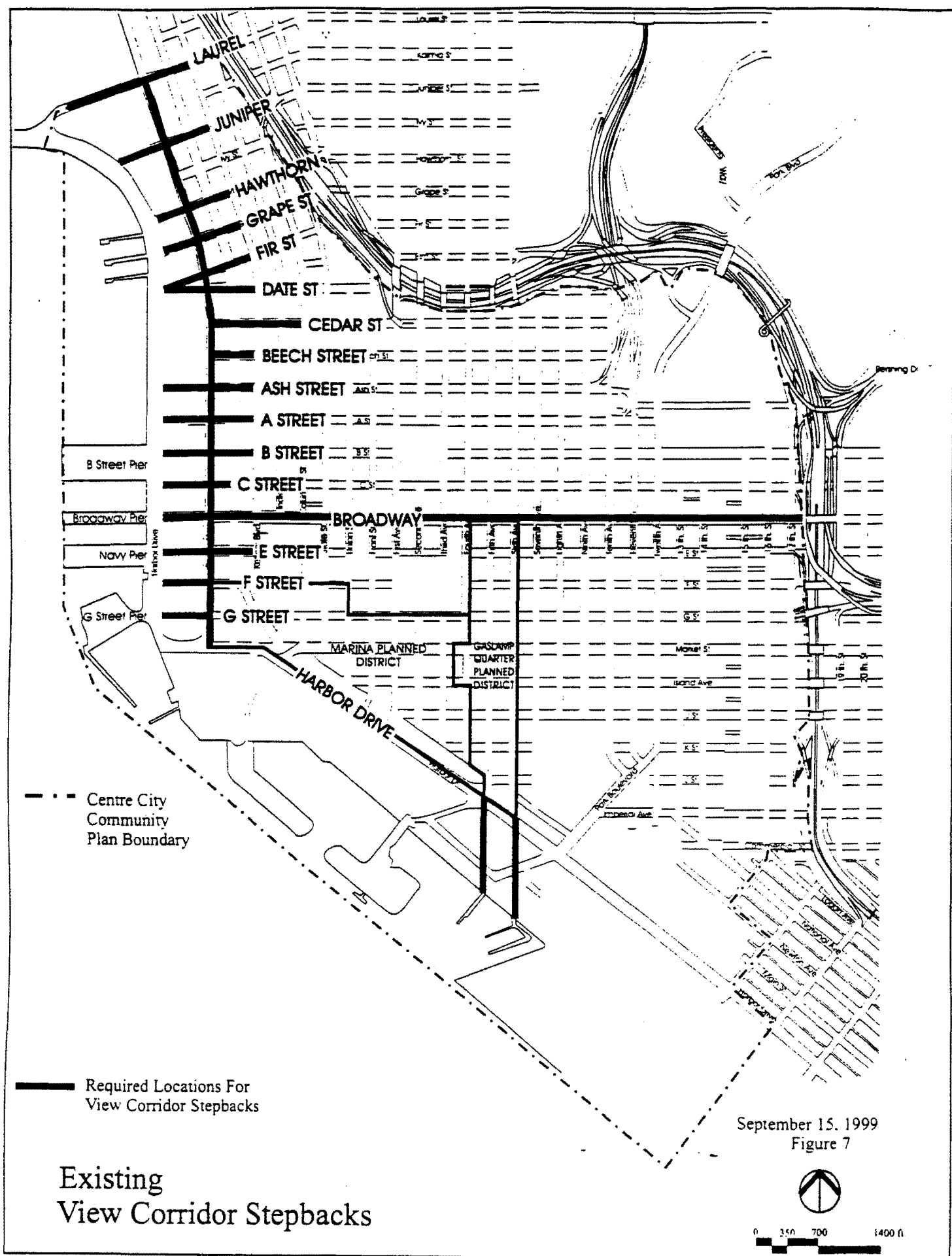
Street Level Use Incentive Area
(Up to 2.0 Of Floor Area Ratio
May Be Excluded From Maximum
Floor Area Ratio)

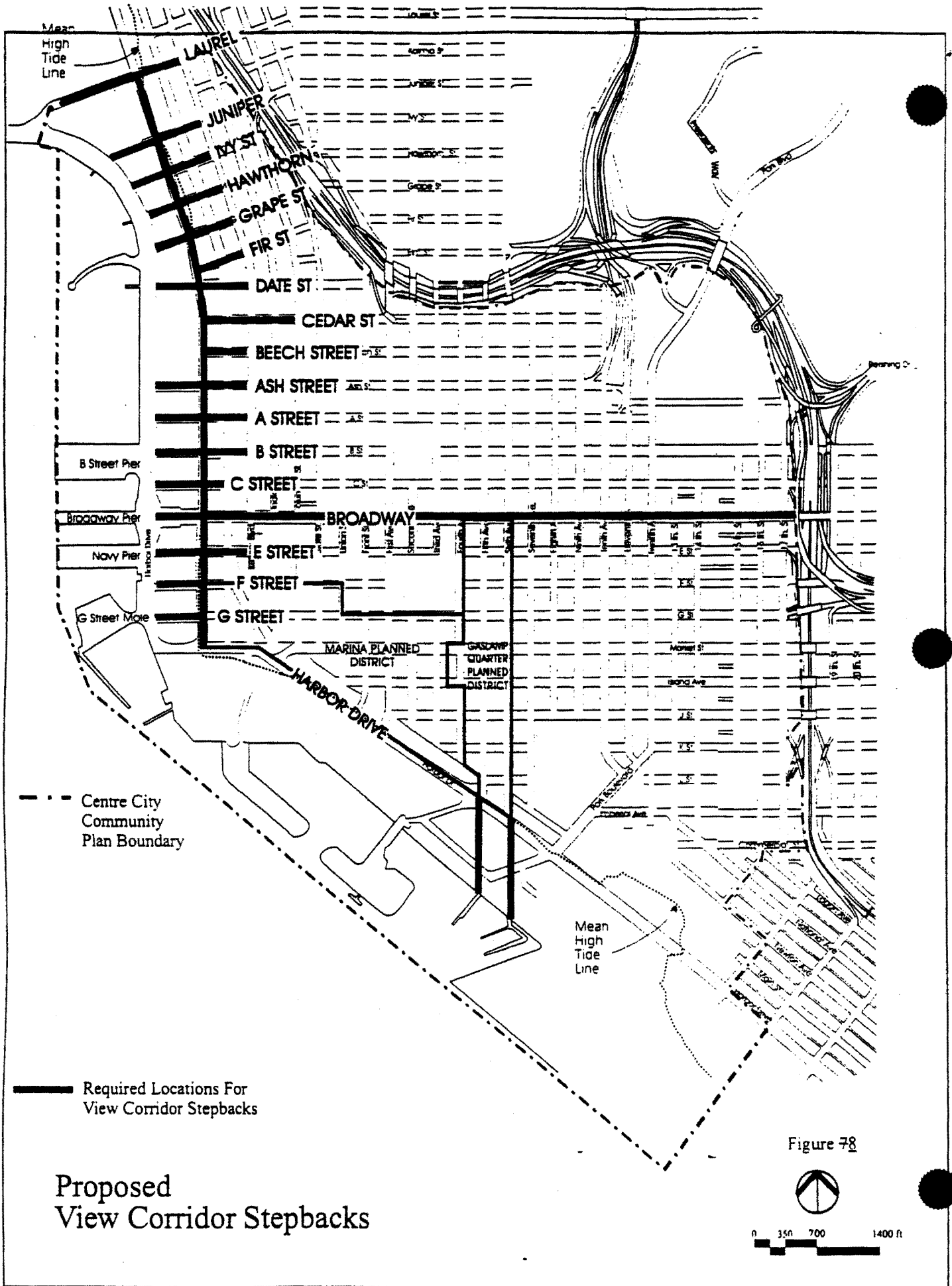
Figure 6Z

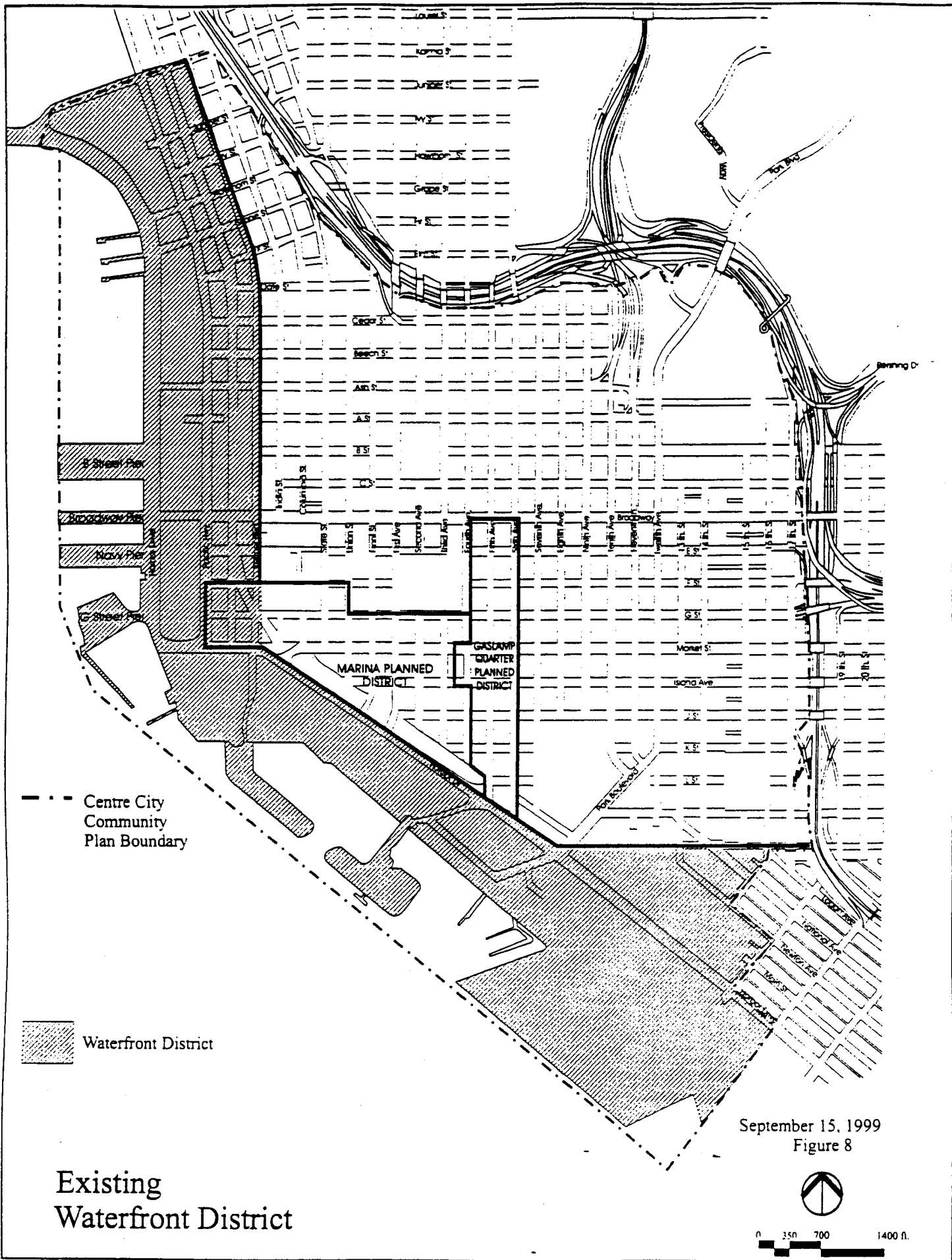
Proposed Street Level Incentive Area

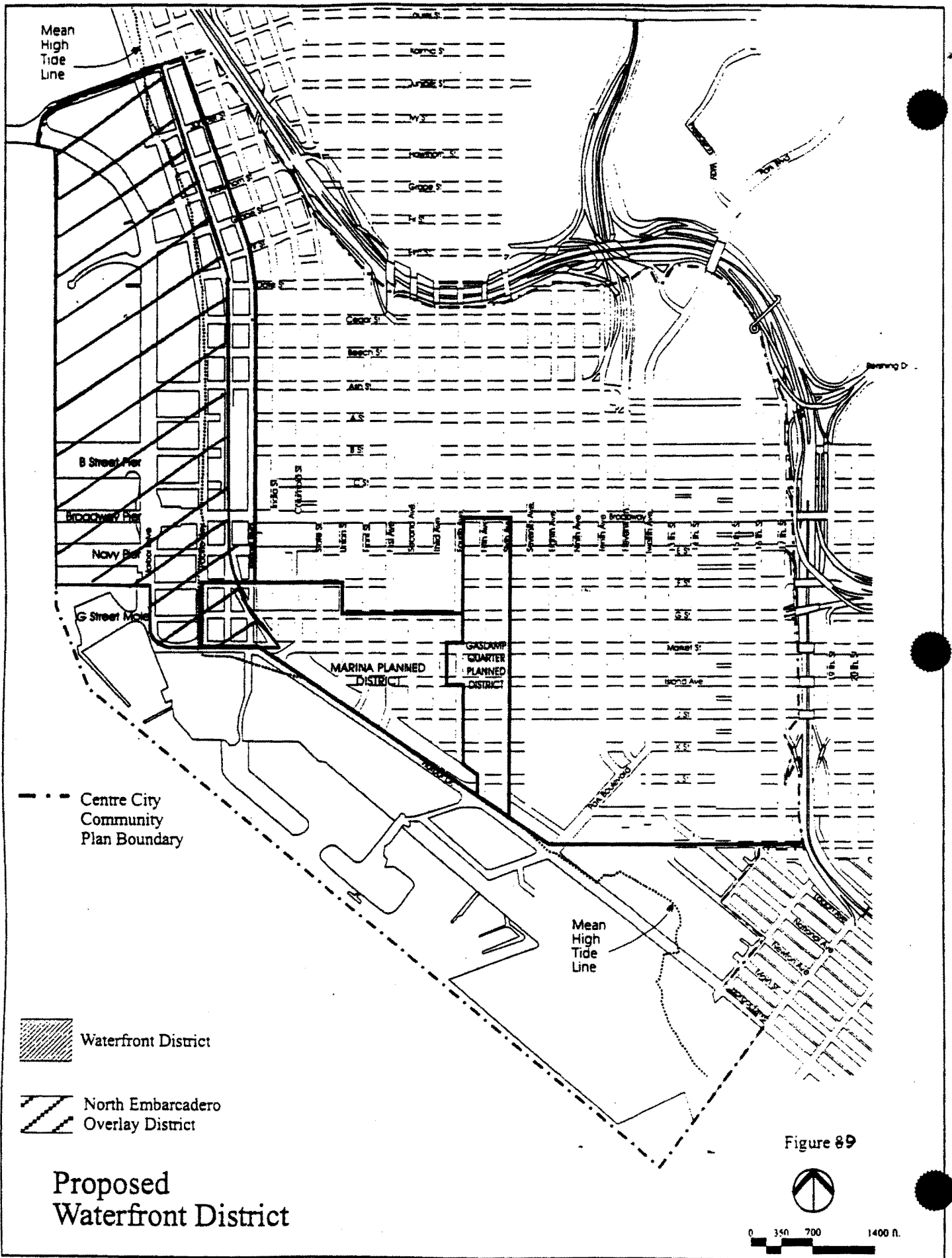


0 350 700 1400 ft.





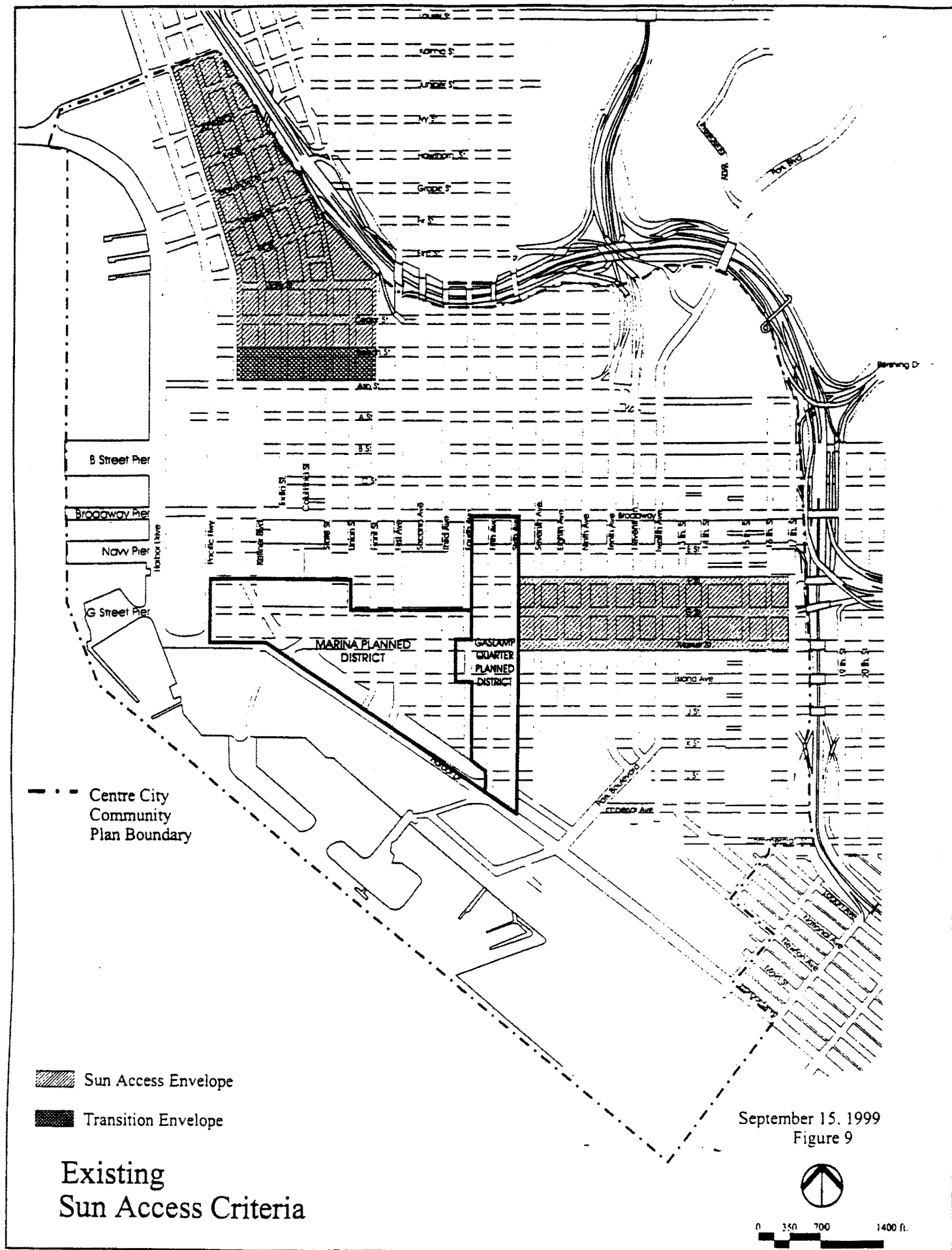




Proposed Waterfront District

Figure 89





Existing Sun Access Criteria

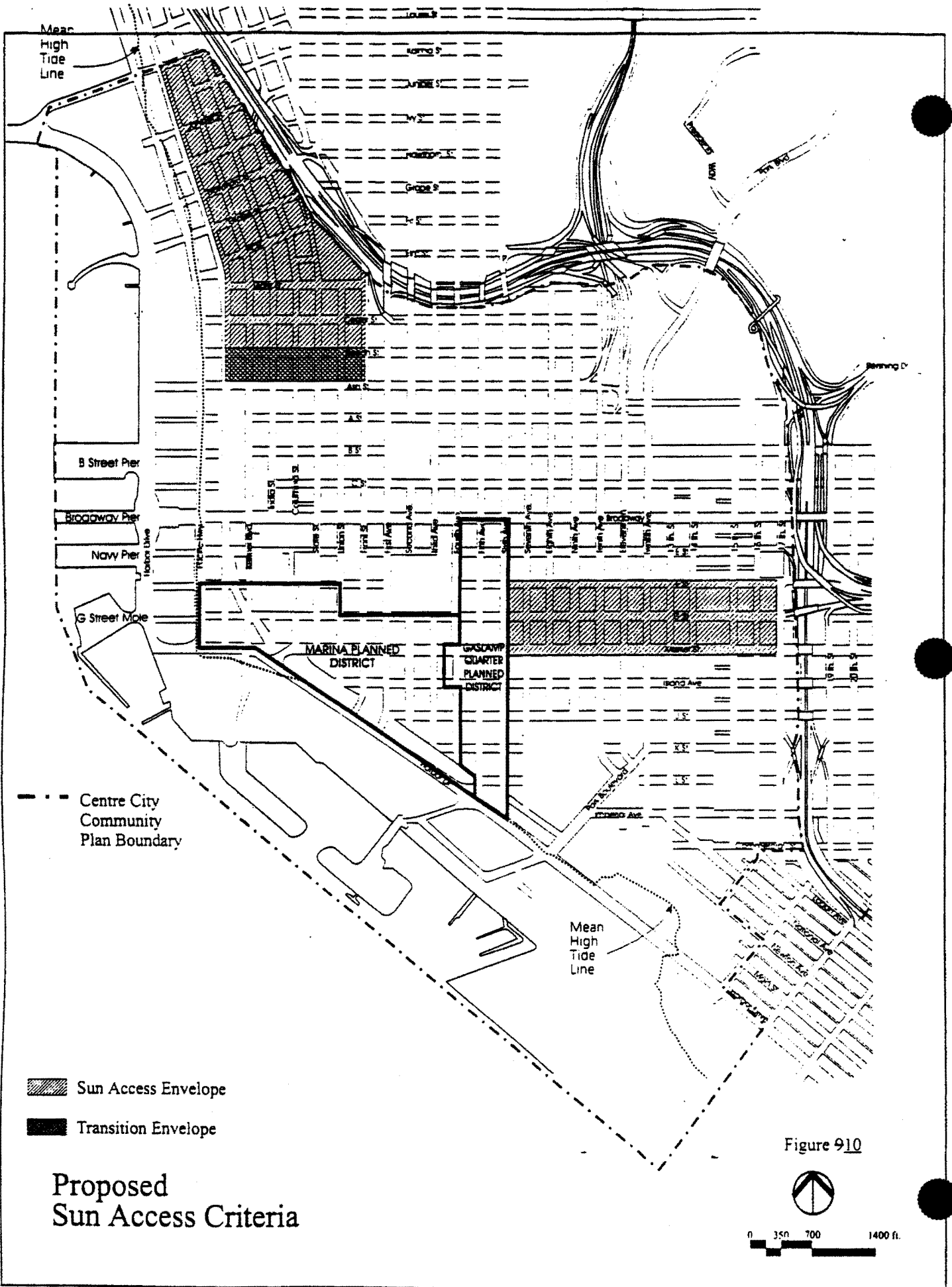
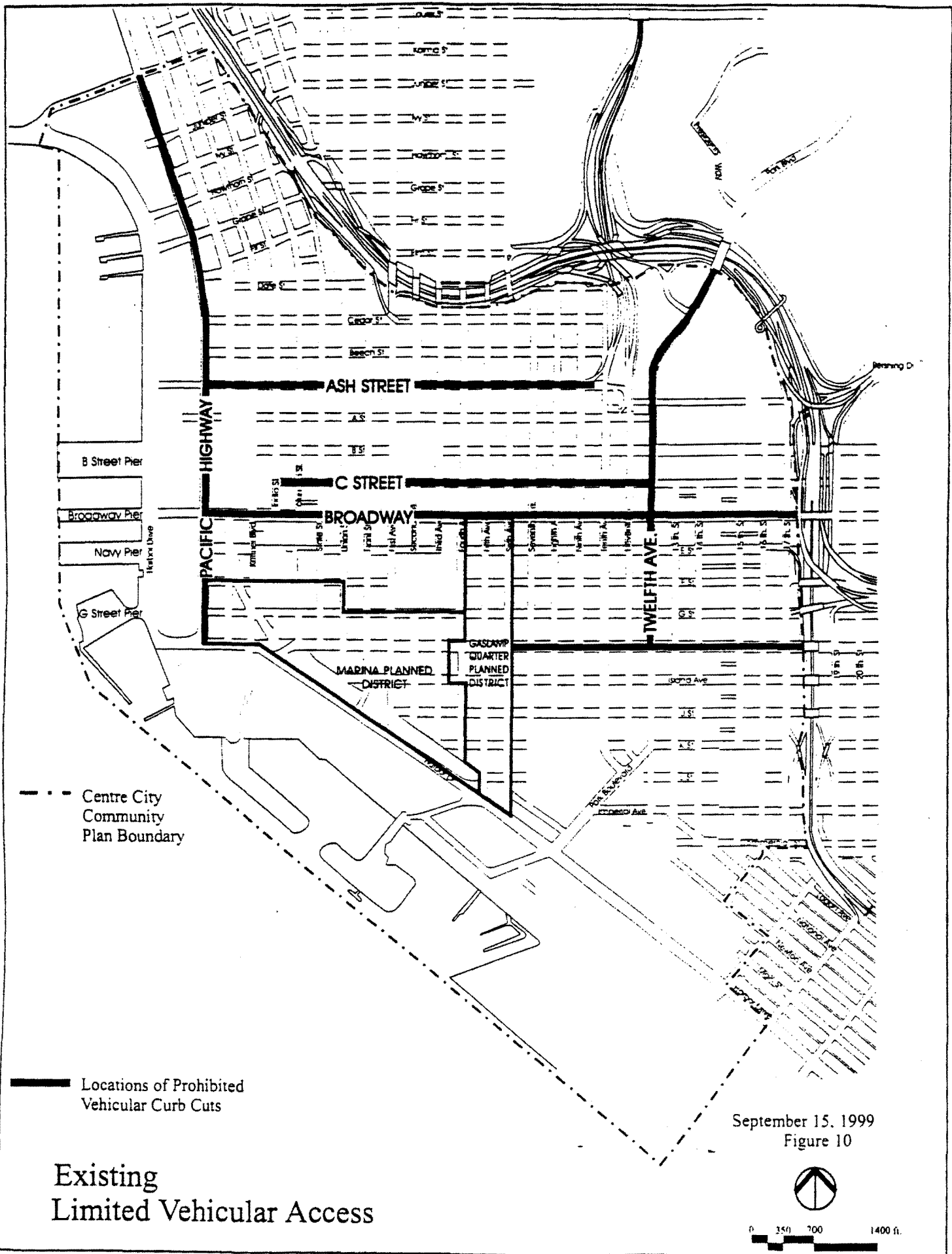
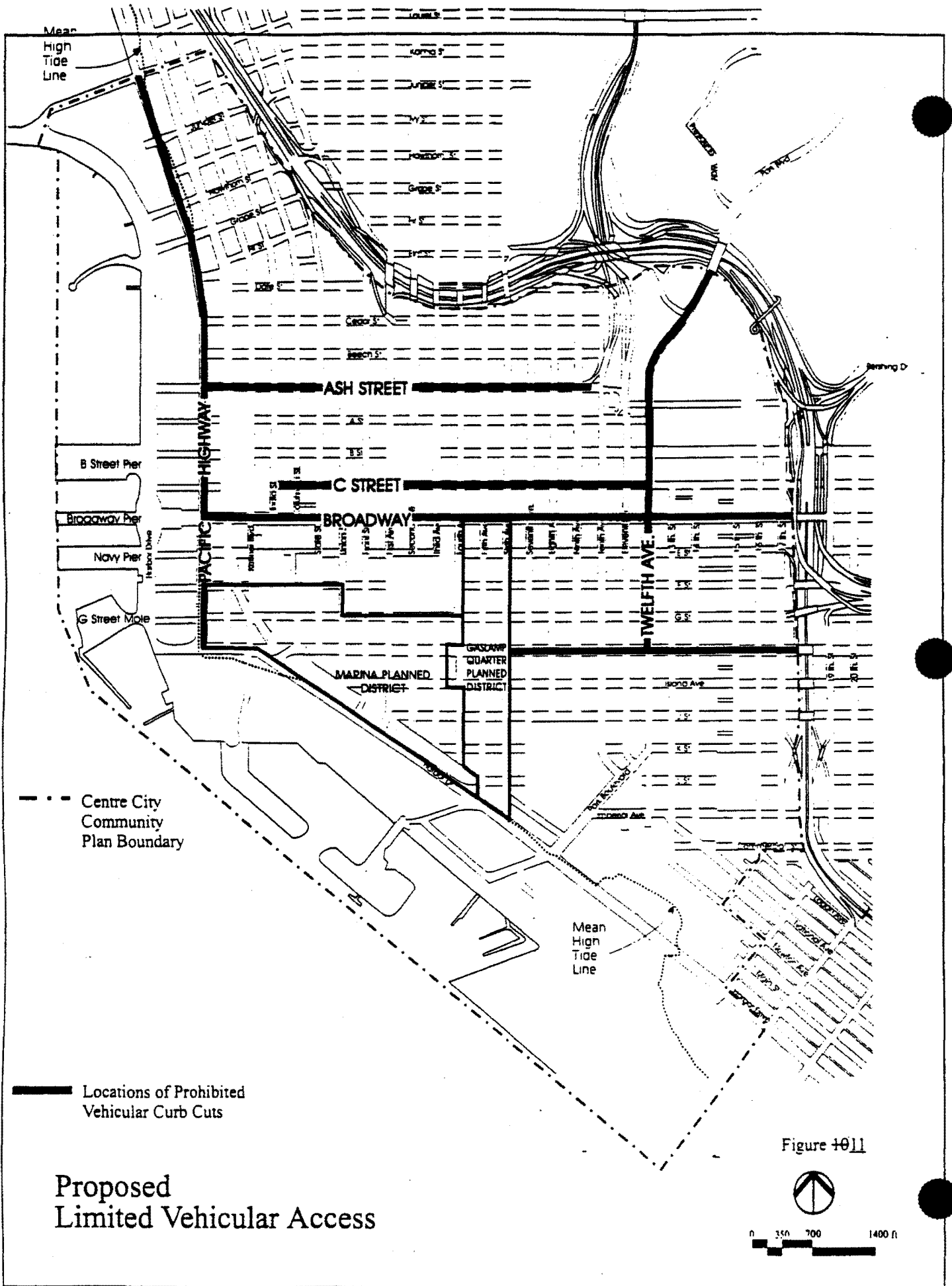
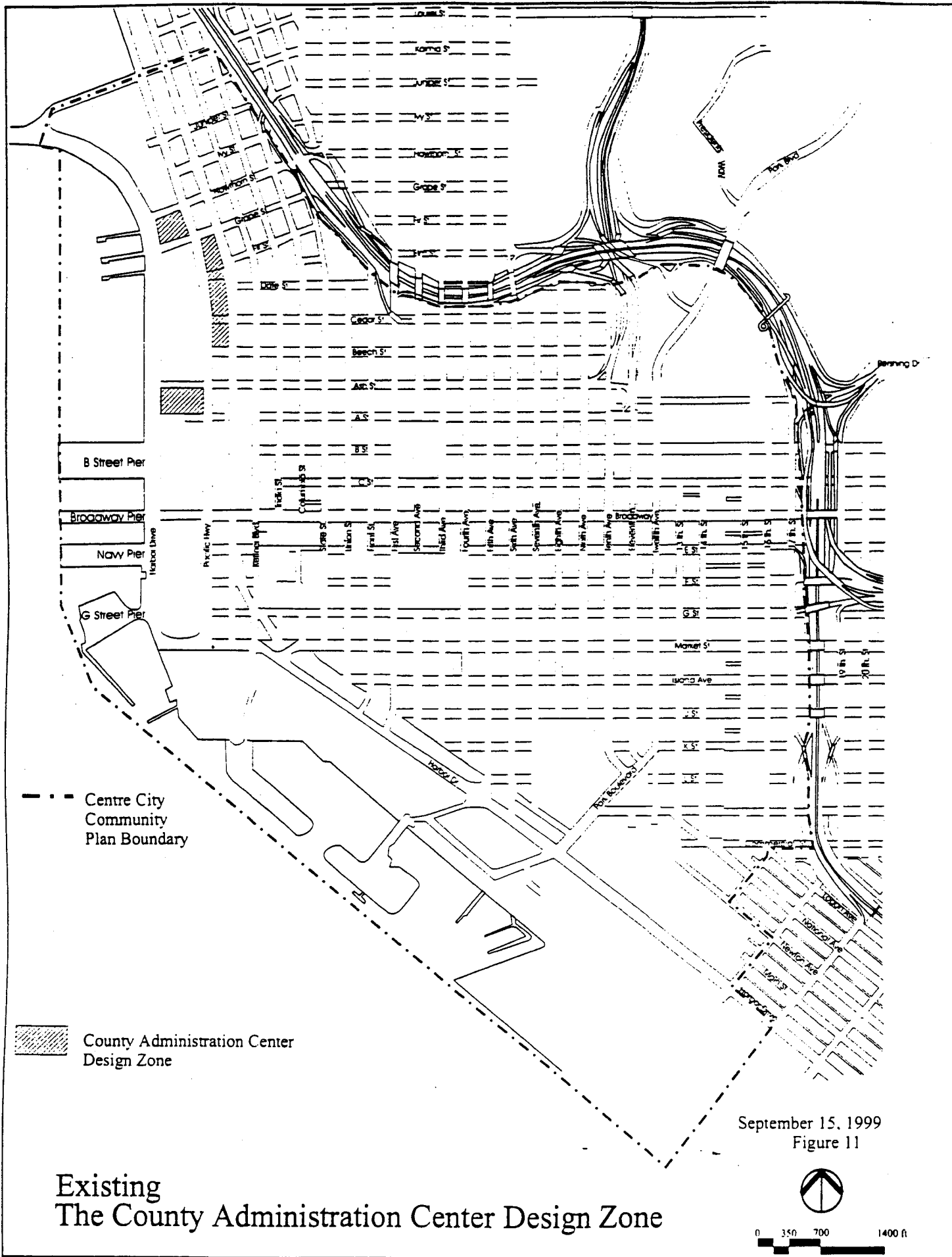


Figure 910



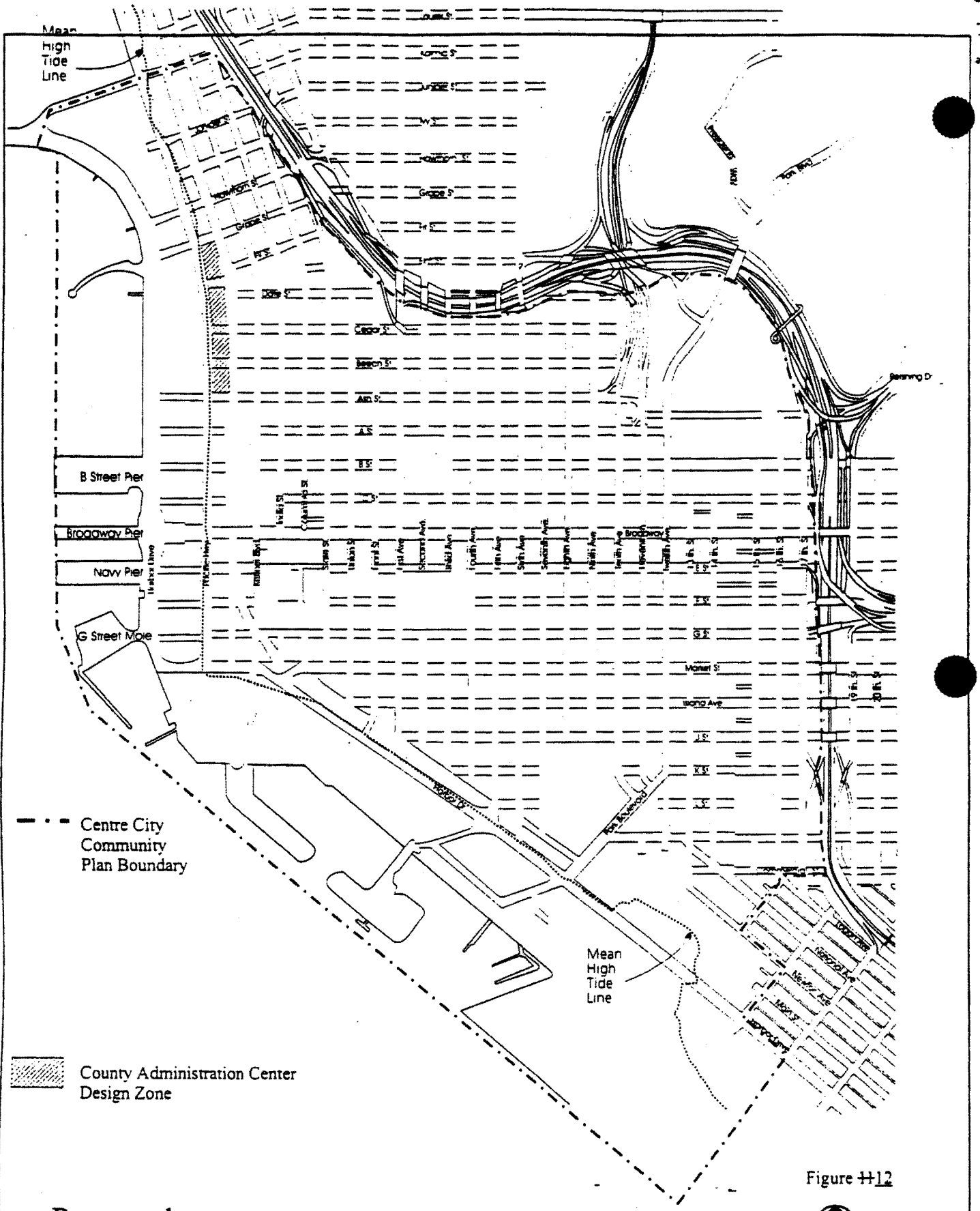




Existing
The County Administration Center Design Zone

September 15, 1999
Figure 11





Proposed
The County Administration Center Design Zone

Figure #12

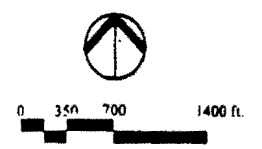
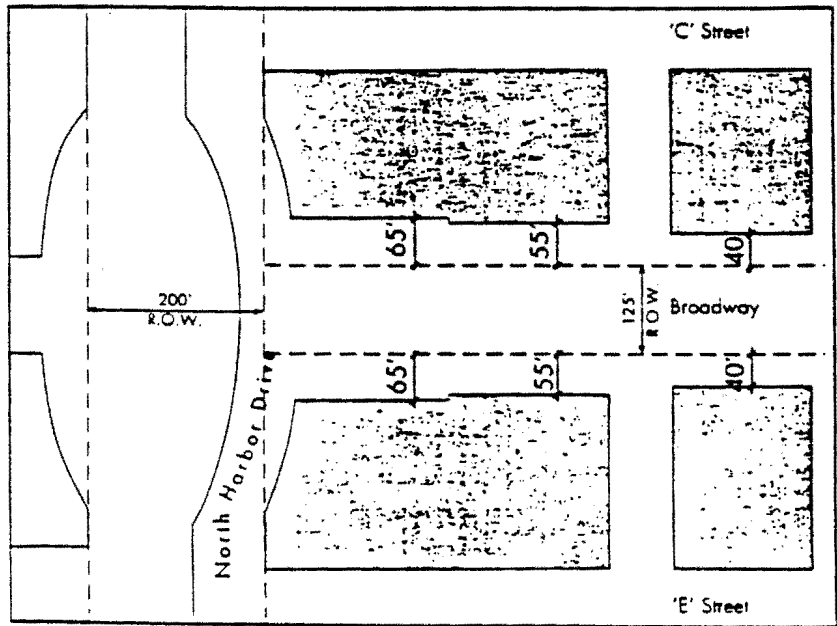
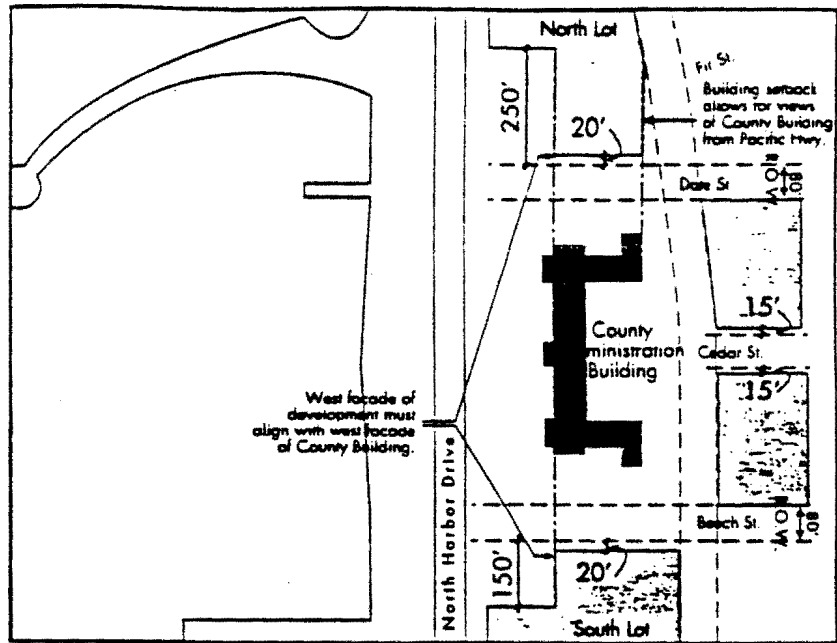


FIGURE 13



----- Property/Leasehold Lines

Special Building Setback Requirements

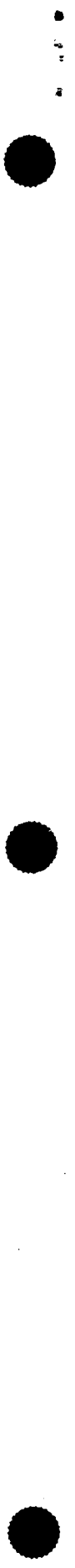


EXHIBIT H

TABLE II - SECTION 1915
SETBACKS AND STEPBACKS

TABLE II OF SECTION 103.1915
VIEW CORRIDORS

STREET	STEPBACK	STEPBACK ELEVATION
Laurel	15'	30'
Juniper	15'	30'
Hawthorn	15'	30'
Grape	15'	30'
*Date	15'	30'
Fir	15'	30'
*Cedar	15'	Ground Level
*Beech	15'	30'
Ash	25'	50'
A	25'	50'
B	25'	50'
C	15'	50'
Broadway**		
West of Kettner	<u>40' 50'</u>	Ground Level
East of Kettner	15'	Ground Level
East of Kettner	10'	90'
E	25'	50'
E - west of California	25'	30'
F	25'	50'
F - west of California	15'	30'
G	25'	50'
G - west of California	15'	30'
Market	25'	50'
Fifth	15'	65'
Sixth	15'	65'
Seventh	15'	65'
Eighth	15'	65'
Ninth	15'	65'
Pacific Highway	15'	50'

* See also Figure 13 "Special Setbacks"

** Street Wall and Building Bulk requirements (25' stepback above the building base) apply along the length of Broadway.

EXHIBIT I

LAND USE CLASSIFICATIONS
PERMITTED BY LAND USE DISTRICT

TABLE IV OF SECTION 103.1925
 LAND USE CLASSIFICATIONS PERMITTED BY LAND USE DISTRICTS

LAND USE CLASSIFICATIONS (As defined in section 103.1925)	LAND USE DISTRICTS							
	Commercial Office A	Rec./Vis./Marine B	Mixed Use Res. Emph. C	Mixed Use D	Commercial Services E	Institutional F	Hotel Residential G	Sports Entertain H
A. RESIDENTIAL								
Group Residential	X	X	X	X	X	X	X	X
Live/Work Quarters (Loft)	X	X	X	X	X	-	X	X
Living Units	CUP	CUP	CUP	CUP	CUP	-	CUP	CUP
Multifamily Residential	X	X	X	X	X	X	X	X
Senior Citizen Housing	CUP	CUP	CUP	CUP	CUP	-	CUP	CUP
B. COMMERCIAL/PROFESSIONAL OFFICE								
Professional & Business Offices	X	X	X	X	X	-	X	X
Governmental Offices	X	X	X	X	X	-	X	X
C. COMMERCIAL RETAIL								
Food/Grocery Sales	X	X	X	X	X	-	X	X
Retail Sales	X	X	X	X	X	-	X	X
Wholesale/Retail Sales	X	X	X	X	X	-	X	X
D. COMMERCIAL SERVICES								
Ambulance Services	X	-	-	X	X	-	-	-
Animal Hospitals	X	-	-	X	X	-	-	-
Artist's Studios	X	X	X	X	X	-	X	X
Banks, Credit Unions, and Savings and Loan Associations	X	-	X	X	X	-	X	X
Banquet Facilities, Clubs & Lodges	X	X	X	X	X	-	X	X
Building Materials & Services	X	-	-	X	X	-	-	-
Business & Home Services	X	-	X	X	X	-	X	X
Catering Services	X	-	X	X	X	-	X	X
Commercial Recreation & Entertainment	X	X	X	X	X	-	X	X
Commercial Communication Facilities	X	-	-	X	X	-	-	X
Eating & Drinking Establishments	X	X	X	X	X	-	X	X
With Alcoholic Beverage Service	CUP	CUP	CUP	CUP	CUP	-	CUP	X
With Live Entertainment	X	X	CUP	X	X	-	X	CUP
Laboratories	X	-	X	X	X	-	X	X
Mortuaries	X	-	X	X	X	-	X	-
Nurseries, Plant	X	-	X	X	X	-	X	X
Personal Improvement Services	X	-	X	X	X	-	X	X
Personal & Convenience Services	X	X	X	X	X	-	X	X
Research & Development Services	X	X	-	X	X	-	-	X
Visitor Accommodations								
Bed & Breakfast Inns	X	X	X	X	X	-	X	X
Hotels & Motels	X	X	-	X	X	-	X	X
Single Room Occupancy	X	X	X	X	X	-	X	X
E. PUBLIC AND SEMIPUBLIC								
Ballparks, Stadiums and Arenas	-	-	-	-	-	-	-	X
Colleges & Universities	X	-	X	X	X	X	X	X
Community & Human Care Facilities	CUP	-	-	CUP	CUP	-	-	-
Correctional Placement Centers	CUP	-	-	CUP	CUP	-	-	-
Cultural Institutions	X	X	X	X	X	X	X	X
Hospitals Clinics	X	-	-	X	X	-	-	-
Park & Recreation Facilities	X	X	X	X	X	X	X	X
Performing Arts Theatres	X	X	X	X	X	-	X	X
Religious Assembly	X	-	X	X	X	-	X	X
Schools, Public or Private	X	X	X	X	X	X	X	X
Transportation Facilities								
General	X	X	-	X	X	-	-	-
Limited	X	X	X	X	X	X	X	X

X: Permitted

CUP: Conditional Use Permit required

-: Not Permitted

**TABLE IV
LAND USE CLASSIFICATIONS PERMITTED BY LAND USE DISTRICTS**

LAND USE DISTRICTS Continued

LAND USE CLASSIFICATIONS (As defined in section 103.1925)	Commercial Office A	Rec./Vis. Marine B	Mixed Use Res. Emph. C	Mixed Use D	Commercial Services E	Institutional F	Hotel: Residential G	Sports Entertain H
F. VEHICLE/EQUIPMENT SALES AND SERVICES								
Automobile Rentals	X	X	-	X	X	-	-	-
Automobile Washing & Detailing	X	X	-	X	X	-	-	-
Service Stations	CUP	CUP	CUP	CUP	CUP	-	CUP	-
Vehicle/Equipment Sale and Rentals	X	-	-	X	X	-	-	CUP
Vehicle/Equipment Repair, Limited	X	-	-	X	X	-	-	-
G. INDUSTRIAL								
Industry								
General	CUP	CUP	-	CUP	CUP	-	-	-
Limited	X	X	-	X	X	-	-	-
Maintenance & Service Facilities	-	X	-	-	X	-	-	-
Marine Industry	-	X	-	-	-	-	-	-
Trucking Terminals	-	-	-	-	X	-	-	-
Utilities								
Major	-	-	-	-	X	-	-	-
Limited	X	X	X	X	X	X	X	X
Wholesaling, Distribution & Storage	-	X	-	X	X	-	-	-
H. PARKING								
Surface Parking	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Structured Parking	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
ACCESSORY USES	X	X	X	X	X	X	X	X

X: Permitted

CUP: Conditional Use Permit required

- : Not Permitted



MARINA PLANNED DISTRICT ORDINANCE
Pertaining to the North Embarcadero Visionary Plan

§103.2012(B)(2)(b)(1)(c). Add:

"...maximum height. Heights for buildings on the block bounded by Harbor Drive, G Street, Kettner and California Streets shall not exceed 500 feet."

[END OF PROPOSED MARINA PLANNED DISTRICT ORDINANCE AMENDMENTS]

In the area designated Subarea 2 on Figure 2, the following hotel uses are permitted:

1. Subarea 2 uses and ancillary hotel uses such as meeting rooms, food establishments and gift shops.

2. Residential development may be provided as an alternate use. Any such development shall be allocated such that at least eighty percent (80%) of the gross floor area is devoted to residential use and up to twenty percent (20%) of the gross floor area is devoted to nonresidential land use from the listed uses provided for Section 103.2011. Exceptions to the percentage ratio of eighty percent (80%) residential/twenty percent (20%) nonresidential are permitted only as set forth in Municipal Code section 103.2012(B)(5).

3. Specialty commercial uses may be permitted on a conditional use permit basis.

(Amended 1-9-95 by O-18148 N.S.)

§ 103.2012 Property Development Regulations

A. PLANNING STANDARDS AND URBAN DESIGN GUIDELINES

Redevelopment Agency has by resolution adopted architectural and design standards to be used in the evaluation of the appropriateness of any development for which a permit is applied under this division. These architectural and design standards shall be entitled, "Marina Urban Design Plan and Development Guidelines," a copy of which is on file in the office of the City Clerk as Document No. 00-17123.

B. REGULATIONS

The following regulations shall apply to the specific areas as indicated:

1. Mixed Residential/Nonresidential Land Use Areas.

The major land use in the Marina Planned District shall be residential as illustrated on Figure 1. In the area designated eighty percent (80%) residential/twenty percent (20%) nonresidential (except in structures fifty (50) feet or less in height), at least eighty percent (80%) of the gross floor area shall be residential use and up to twenty percent (20%) of the gross floor area may be nonresidential. Where structures are fifty (50) feet or less in height or meet the height requirements of the Uniform Building Code, as adopted by Chapter IX of the San Diego Municipal Code, for Type V construction, gross floor area in nonresidential use may exceed twenty percent (20%) if the entire nonresidential use is accessible to and located at the street level of the project. The permitted uses are described in Municipal Code section 103.2011. Exceptions to the percentage ratio of eighty percent to twenty percent (80%-20%) for High-Rise structures are contained in Municipal Code section 103.2012(B)(4).

2. Permitted Heights.

a. Heights for buildings in the Marina Planned District range from fifty (50) feet to three hundred

(300) feet as illustrated in Figure 3, unless the building meets the criteria for exceptions to the height limits as set out in Section 103.2012(B)(2)(b).

The intent of height limits as established in Section 103.2012 is to guide the location of vertical development within the Marina Redevelopment Project area to accomplish the following objectives:

(1) Enhance view corridors.

(2) Provide variety in the provision of dwelling unit types.

(3) Create distinct residential neighborhoods.

(4) Conserve the character of existing residential development.

(5) Minimize the impact of shadow on existing and future development.

b. Exceptions to Height Limits.

(1) Exceptions to height limits may be permitted as follows:

(a) Fifty (50) foot height limits may be increased to a maximum of ninety (90) feet.

(b) Ninety (90) foot height limits may be increased to a maximum of one hundred twenty (120) feet.

(c) Heights designated one hundred twenty (120) feet or greater as illustrated in Figure 3 may be increased without a maximum height.

(2) The following criteria shall be used to evaluate requests for height exceptions.

(a) Applicant shall provide one (1) or more parks, setback areas or widened and enhanced public rights-of-way. Such areas shall be landscaped by the applicant. Their location shall complement the adjoining public right-of-way and while either public or private in nature, shall be designed to be visually or physically enjoyed by residents, residents of adjoining structures and the general public; and

(b) Applicant's project shall increase nonresidential or residential activity at the street level of the development from fifty percent (50%) of the total frontage to all the remaining street frontage with the exception of vehicular access and truck service delivery to serve the site.

Such activity shall be directly accessible to the public right-of-way. Entrances to activity shall be provided at intervals which are approximately fifty (50) feet or less in distance apart; and

(c) Applicant's project shall accommodate all or a substantial amount of all parking needed to serve the proposed development below grade.

(d) Applicant shall mitigate the mass and scale of the project by reducing the size of the floor plate and creating a more slender tower which enhances view corridors or reduces the effect of shadow on adjoining developments.

(3) The procedure for considering exceptions to height are subject to Municipal Code section 103.2013.

c. Notwithstanding the provisions of Municipal Code section 103.2012(B)(2)(a) and (b), on the property described as Lots "C," "D," "E," "F," "G,"