

## CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA

7575 METROPOLITAN DRIVE, SUITE 103

SAN DIEGO, CA 92108-4421

767-2370

## RECORD PACKET COPY

**Thu 16a**

Staff: DL-SD  
Staff Report: August 18, 2004  
Hearing Date: September 8-10, 2004

REVISED CONDITIONS AND FINDINGS

Application No.: 6-03-7

Applicant: County of San Diego

Agent: Jeffrey Redlitz

Description: Construction of a 14-acre public park on the site of the County Administration Center parking lots. The project includes demolition and removal of an existing 1,100 car surface parking lot and an existing administrative office building and replacement with public lawns, greenspaces and decorative paving. Construction of two single-level underground parking structures on-site will provide 381 parking spaces, and a new 650-space off-site parking structure will be constructed outside the coastal zone.

Site: 1600 Pacific Highway, San Diego, San Diego County. APN 533-590-01.

Substantive File Documents: Certified City of San Diego Centre City Community Plan and Centre City PDO; Certified San Diego Port District Port Master Plan; Final EIR for the San Diego County Administration Center Waterfront Park Development and Master Plan, April 2003, by BRG Consulting.

Summary of Commission Action:

Staff recommends the Commission adopt the following revised findings in support of the Commission's action on June 12, 2003. In its action, the Commission approved the project with the proposed 52 to 56-foot tree trunk-to-trunk distance along the proposed walkway at the extensions of Beech and Date Street, and removed any requirements that that the 650 off-site employee parking spaces be free of charge, or that on-site parking fees for the general public not exceed that of the cost of street meter parking surrounding the County Administration Center.

The staff report has been revised as follows: Special Condition #1 has been revised to remove two requirements: that the cost of on-site parking fees for the general public not exceed that of the cost of street meter parking surrounding the County Administration Center, and that the 650 off-site employee parking spaces be free of charge. Special Condition #2 has been revised to indicate that final plans shall include trees alongside the proposed walkway at the extensions of Beech and Date Street spaced with a 52 to 56-foot tree trunk-to-trunk distance, and that the proposed south underground parking garage be adjusted such that it does not project into the 80-foot Beech Street view corridor. The findings and pages 8, 11 and 12 have been revised to reflect these changes.

Date of Commission Action: June 12, 2003

Commissioners on Prevailing Side: Burke, Desser, Hart, Iseman, Mc-Clain-Hill, Nava, Peters, Potter, Wan, Woolley, & Chairman Reilly.

Substantive File Documents: Certified City of San Diego Centre City Community Plan and Centre City PDO; Certified San Diego Port District Port Master Plan; Final EIR for the San Diego County Administration Center Waterfront Park Development and Master Plan, April 2003, by BRG Consulting.

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**MOTION:**                    *I move that the Commission adopt the revised findings in support of the Commission's action on June 12, 2003 concerning approval of Coastal Development Permit No. 6-03-007*

**STAFF RECOMMENDATION OF APPROVAL:**

Staff recommends a YES vote on the motion. Passage of this motion will result in the adoption of revised findings as set forth in this staff report. The motion requires a majority vote of the members from the prevailing side present at the June 12, 2003 hearing, with at least three of the prevailing members voting. Only those Commissioners on the prevailing side of the Commission's action are eligible to vote on the revised findings.

**RESOLUTION TO ADOPT REVISED FINDINGS:**

The Commission hereby adopts the findings set forth below for *Coastal Development Permit No. 6-03-007* on the ground that the findings support the Commission's decision made on June 12, 2003 and accurately reflect the reasons for it.

II. **Standard Conditions.**

See attached page.

III. **Special Conditions.**

The permit is subject to the following conditions:

1. **Parking and Transportation Demand Management Program.** **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit for review and written approval of the Executive Director, a Parking and Transportation Demand Management Program that includes, at a minimum, the following items:

- a. Programs promoting carpooling and public transit usage, the provision of bicycle racks, and an analysis of the feasibility of such programs as telecommuting;
- b. A commitment that the 650 off-site employee parking spaces shall be available to the public outside of business hours.

The permittee shall undertake the development in accordance with the approved program. Any proposed changes to the approved program shall be reported to the Executive Director. No changes to the program shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

2. Revised Final Plans. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit for review and written approval of the Executive Director final plans for the proposed development that substantially conform with the plans by Hargreaves Associates, 2003, but shall be revised as follows:

- a. The trees alongside the proposed walkway at the extensions of Beech and Date Street shall be spaced with a 52 – 56 ft. trunk-to-trunk view corridor is provided to maximize unobstructed public views of San Diego Bay down Beech and Date Streets. In addition, the proposed parking access structure for the south underground parking garage shall be adjusted (approximately two feet to the south) such that it does not project into the 80 ft. view corridor of Beech Street extending over the site.
- b. No improvements beyond the County owned property is approved. All improvements beyond the County owned property boundary within the public rights-of-way surrounding the proposed park site shall be deleted.
- c. The plans shall reflect compliance with all the conditions recommended by the City of San Diego Historical Resources Board detailed in the May 6, 2003 from Lloyd Schwartz, Chairman of the City of San Diego Historical Resources Board to James Royle, Chairman of the San Diego County Historic Site Board.

3. Final Landscape Plans/Runoff. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit to the Executive Director for review and written approval, a detailed final landscape plan for the proposed development. Said plan shall be in substantial conformance with the draft landscape plan submitted with this application by Hargreaves Associates, 2003, but shall be revised to include the following:

- a. A plan showing the type, size, extent and location of all proposed vegetation and any necessary irrigation;
- b. Drought tolerant natives shall be emphasized; non-invasive plant materials must be utilized throughout the project site;

- c. Low-flow efficient irrigation systems shall be utilized;
- d. Opportunities for directing runoff from the hardscape features to permeable spaces for infiltration shall be utilized to the maximum extent feasible. Where this is infeasible, maintain post-development peak runoff rate and average volume at levels that are no greater than pre-development levels.
- e. A written commitment by the applicant that all required plantings shall be maintained in good growing conditions, and whenever necessary, shall be replaced with new plant materials to ensure continued compliance with applicable landscape screening requirements. In addition, the trees alongside the proposed walkway at the extensions of Beech and Date Street shall be pruned and trimmed such that a 50-foot canopy-to-canopy view corridor is maintained at all times;
- f. Five years from the date of issuance of the coastal development permit, the applicant shall submit for review and written approval of the Executive Director, a landscape monitoring report, prepared by a licensed Landscape Architect or qualified Resource Specialist, that certifies the on-site landscaping is in conformance with the landscape plan approved pursuant to this Special Condition. The monitoring report shall include photographic documentation of plant species, maintenance of 50 ft. width between tree canopies and plant coverage.

If the landscape monitoring report indicates the landscaping is not in conformance with or has failed to meet the performance standards specified in the landscaping plan approved pursuant to this permit, the applicant, or successors in interest, shall submit a revised or supplemental landscape plan for the review and written approval of the Executive Director. The revised landscaping plan must be prepared by a licensed Landscape Architect or Resource Specialist and shall specify measures to remediate those portions of the original plan that have failed or are not in conformance with the original approved plan.

The permittee shall undertake the development in accordance with the approved landscape plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the plans shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

**4. Off-Site Parking. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT,** the applicant shall submit for review and written approval of the Executive Director, evidence that the proposed 650 parking spaces in the off-site parking garage at the southwest corner of Kettner Avenue and Cedar Street shall be constructed and available for use prior to removal of any parking at the CAC site.

The permittee shall undertake the development in accordance with the approved off-site parking plan. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the plans shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

#### IV. Findings and Declarations.

The Commission finds and declares as follows:

1. Detailed Project Description. The proposed project is creation of a park surrounding the existing County Administration Center. The County Administration Center (CAC) consists of the CAC building itself, which houses a variety of governmental offices and is a historic structure, the south parking lot (483 spaces), the north parking lot (617 spaces), the Askew Building, which is an administrative office building, and various walkways, sidewalks, and a grassy lawn area. The 16.62-acre parcel is located between Grape Street and Ash Street, fronting Harbor Drive in downtown San Diego. Harbor Drive is the first public roadway along San Diego Bay, and is a major coastal access route.

The proposed project would remove the existing 1,100-space parking surface parking lots and demolish the Askew Building in order to create a 14 acre civic greenspace consisting of various "Garden Rooms," including five diverse botanical areas, a Children's Play Garden, a Sculpture Garden, a promenade, fountain, lawns, and terraces.

In order to partially replace the existing parking lots, and to meet the demand for parking for CAC building employees, park users and waterfront public access parking, the project proposes the construction of two underground parking structures. The north parking structure (approximately 152 parking spaces) would be accessed from Pacific Highway and Grape Street, and a south structure (approximately 98 parking spaces) from Ash Street.

In addition to these 250 spaces, use of tandem parking on an as-needed basis would provide an additional 64 spaces in the underground garages for a total of 314 parking spaces provided on-site. Of these 314 spaces, 16 will be reserved for public officials/VIPs and 10 for carpools.

Off-site, approximately 650 parking spaces would be provided with the development of a parking structure located approximately one block from the CAC on the southwest corner of Kettner Avenue and Cedar Street, is a site currently owned by the County and located outside of the Coastal Zone (see Exhibit #2). As currently proposed by the County, the 650-stall requirement could be met entirely on the Cedar/Kettner site, or in combination with other locations deemed suitable by the developer. Finally, an additional 66 employee parking spaces would be provided at the existing Trolley Towers parking garage, several miles away, outside the Coastal Zone, at 1255 Imperial Avenue. No changes to existing on-street parking, nor revisions to bus parking or layover areas are

proposed. In total, approximately 1,030 on and off-site parking spaces would be made available through the proposed project.

The EIR for the project also analyzed the potential inclusion in the park of approximately 0.65 acres within the Harbor Drive right-of-way to the east of the eastern street curb, plus 1.2 acres from the east curb of Harbor Drive to a line 36 feet farther west (now used for access to the diagonal parking along Harbor Drive). These combined western 1.85 acres are under the jurisdiction of the San Diego Unified Port District, and contain street and utility easements granted to the City of San Diego. The County is currently seeking an agreement with the City and Port District to include this area in the proposed project. However, since the Port has not yet agreed to the inclusion of this area in the park, and developing this area as park would require an amendment to the Port Master Plan, this aspect of the project is not included within the subject permit application.

The County Administration Center is located in the City of San Diego's Centre City Community Planning Area, but was excluded from the City's Local Coastal Program at the time it was certified, and remains within the coastal permit jurisdiction of the Commission. Thus, the standard of review is the Chapter 3 policies of the Coastal Act.

2. Parking/Public Access. Numerous policies of the Coastal Act require that new development protect or enhance public access to and along the shoreline. These policies include:

Section 30210

In carrying out the requirements 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 30213

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

Section 30252.

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of

new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

Currently, during business hours, of the 1,100 parking spaces on the site, 922 spaces are designated for employees only, and 178 spaces are designated as free 2-hour visitor parking. On nights and weekends, only the south lot is open, and at that time, 504 spaces are open to the public as paid parking, at a cost of \$5.00 after 6 p.m. daily and all day Saturday. The lot closes at 2 a.m.

The EIR for the project estimated the future demand parking by analyzing employee parking demand, general population growth, parking demand for the proposed new park, and public parking demand associated with any on-street parking lost due to the potential expansion of the park into the Harbor Drive. The study determined that employee parking demand would be 671 spaces, and the public parking demand would be 270 spaces.

As described above, there would be a total of 1,030 parking spaces provided. These include 250 onsite subterranean parking spaces, with the ability to accommodate another 64 tandem spaces during periods of peak public demand (for a total of 314 on-site spaces). Out of these 314 spaces, 10 spaces would be set aside for carpool use, 16 for elected officials and VIPs, leaving 288 onsite, off-street spaces for the public for CAC visitors, park, and waterfront users during working hours. Before or after working hours and on weekends, the entire 314 spaces would be available to the public. In addition, the applicant has modified the project such that no changes to the existing reservoir of on-street parking surrounding the CAC site on Harbor Drive (48 spaces), Grape Street (10 spaces) and Pacific Highway (20 spaces) are proposed.

Another 650 parking spaces would be provided at the planned offsite Cedar/Kettner parking structure and additional sites proposed by a development Request for Proposals now under consideration by the County. The County would also designate 66 of the 247 County-owned parking spaces within the Trolley Towers parking facility on Imperial Avenue for CAC employee parking. Employees would be provided with a free trolley pass to the CAC.

Thus, the proposed project would provide more than enough public and employee parking to meet demand as determined by the parking demand study. And compared to the existing situation, during working hours, there would be an increase in the amount of public parking available (288 spaces compared to 178). However, after hours, there would be only 392 public parking spaces available (314 plus the existing 78 on-street spaces on Harbor Drive, Grape Street and Pacific Highway), which is a substantial decrease compared to the 504 spaces currently available.

While the project, as proposed, provides the necessary parking to accommodate the existing CAC and the proposed park use, it will result in less of an overall "parking reservoir" for use by the public during evenings and weekends. As noted above the 504

parking spaces in the existing south parking lot are currently made available to the public on nights and weekends. With the proposed project, on-site parking available for nights and weekends will be a maximum of 392 parking spaces. Although at this time it appears that there would generally be sufficient public parking provided, there are peak periods such as special events or holidays where parking at the waterfront is at a premium, and the proposed project would provide less parking on-site than currently exists. In addition, underground parking, while visually superior to surface or structure parking, tends to be less well utilized by the public, particularly visitors who may not be aware the parking and be discouraged from the waterfront by lack of parking. In order to offset these factors, Special Condition #1 requires that the County make the 650 off-site employee parking spaces available to the public outside of business hours. The parking will most likely be provided at a charge.

In order to preserve the on-site parking for the public, on-site parking will most likely have a time limit. Time guidelines for public parking in the vicinity of the CAC are restricted by the mitigation monitoring program for the North Embarcadero Visionary Plan Final EIR. The Visionary Plan is a guiding document for development of the North Embarcadero area for both the Port and the City of San Diego; however, the Visionary Plan is not part of the Port's certified Master Plan or the City's certified LCP. The CAC underground public parking spaces will allow longer than a 3-hour maximum parking time, although a limit of 4 hours could be established to promote parking turnover and increase visitation to the CAC, the Waterfront Park and Embarcadero attractions.

The County has also developed a phasing plan during construction to ensure that parking remains available throughout construction (see Exhibit #6). A minimum of 276 public parking spaces will remain available throughout construction in a combination of surface and structure parking, and 600-700 employee parking spaces will be provided. Therefore, no short-term public access impacts are expected to result from the project. However, as noted, the majority of permanent employee parking for the CAC will be provided off-site in a parking structure that has not yet been permitted or built. Thus, there is a concern that the surface parking at the CAC site will be removed, the park developed and then the proposed 650 off-site parking spaces not provided. To address this concern, Special Condition #4 has been attached. This condition requires prior to issuance of the coastal development permit, the applicant submit evidence that the proposed 650 spaces will be constructed and secured prior to removal of any parking spaces on the CAC site. In this way it can be assured that adequate parking to accommodate the proposed development will be provided, consistent with Coastal Act requirements.

With regard to parking and traffic reduction strategies, the County currently encourages carpooling and transit use at all facilities. The County currently provides public transportation reimbursement. The proposed project includes typical parking management strategies such as providing off-site employee parking, and the proposed CAC parking structures will include 10 employee carpool/vanpool stalls as a requirement of North Embarcadero Visionary Plan FEIR mitigation. As a result of the project, approximately 10% of the current CAC employees would be relocated to other County



offices in Kearny Mesa or elsewhere in San Diego County, thereby reducing downtown traffic. (Additional employees will be relocated, but to other downtown areas). The area is currently served by both bus and trolley transit service, which will not be adversely affected by the proposed project. The traffic study performed for the project estimates that currently 30% of employees at the CAC already do not drive to work, but carpool, take transit, or bicycle to work.

To ensure that these and other transportation demand management strategies continue to be implemented at the site, Special Condition #1 requires the County to submit a Transportation Demand Management (TDM) program that includes programs promoting carpooling and public transit usage, the provision of bicycle racks, and an analysis of the feasibility of such programs as telecommuting.

In summary, the proposed waterfront park is a low-cost, visitor-serving public recreational facility that will increase access and recreational opportunities along the shoreline. As conditioned, the proposed project will provide adequate employee, patron, and park visitor parking. No short or long-term adverse impacts on public access will result from the project, consistent with the public access policies of the Coastal Act.

3. Visual Resources. Section 30251 of the Coastal Act states, in part:

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.

The certified Centre City Community Plan (CCCP) includes the following urban design objectives:

**Objectives**

[...]

3. Protect views of the bay by establishing view corridors, which accentuate key public rights-of-way (streets and sidewalks, both existing and proposed) with appropriate zoning, setbacks and design standards. Further protect major bay views from key freeway points and similar locations by clustering of tall buildings, slender towers, proper building orientation and floor area restrictions and height limits where necessary.
4. Continue to develop the waterfront as Centre City's primary open space, park and playground, which is both physically and visually accessible to the public.

5. Enhance the principal streets traversing downtown with particular emphasis on Broadway and Fifth Avenue. Aim for interesting, tree-lined streets throughout Centre City with all buildings designed to be pedestrian-friendly at ground level.

The proposed project is within the boundaries of the certified Centre City Community Plan (CCCP) and the Centre City Planned District Ordinance. Although the site is within a deferred certification area and Chapter 3 of the Coastal Act is the standard of review, the certified Centre City plans contain useful guidance with regard to the protection of views and view corridors.

The proposed project would promote development of the waterfront as a primary open space, park and playground that is both physically and visually accessible to the public as stated in the CCCP. In addition, CCCP Design Guidelines for the Pacific Highway - County Administrative Center Design Zone have been incorporated into the site design for the proposed project. These guidelines state that new development should form a visually-consistent 'frame' around the historic CAC Building, and create a unified architectural district with a strong civic identity focusing on the historic CAC and grounds. Overall, the project would clearly and significantly enhance the visual quality of the area by replacing existing parking lots with new public greenspaces while preserving the historic CAC Building.

The Centre City Community Plan and the Centre City PDO identify view corridors along numerous downtown streets, including Pacific Highway, Grape Street, Ash Street, Beech Street, Cedar Street, and Date Street. The Beech Street and Date Street corridors extend through the CAC site, and the Cedar Street corridor ends at the CAC building (see Exhibit #4).

Because the project does not involve changes to the CAC, there will not be any impact to the Cedar Street view corridor. The EIR for the project analyzed existing views toward San Diego Bay along the Beech Street and Date Street view corridors. Currently, thick vegetation along Pacific Highway blocks Bay views from some of the Beech Street corridor, but Bay views are available from the eastern portion (see page 14). The proposed project would remove the existing vegetation thereby opening views along Beech Street. San Diego Bay is currently visible from Date Street. The park design includes a pedestrian walkway extending down from the street end at both Beech and Date Street, preserving an open view down the street corridor. The project will also open an additional view corridor along Fir Street by the proposed removal of the Askew Building that currently blocks views from Fir Street. Potential view impacts result from the fact that the proposed walkways along the designated view corridors will be lined with trees.

The County has taken a three-tiered approach to designing around the view corridors along Beech and Date Streets. The certified City of San Diego PDO allows trees within view corridors, and in fact, the Centre City Streetscape Design Manual requires the use of specific street trees within street rights-of-way. As proposed, the park trees proposed for the park along the extension of Beech Street and Date Street would have heights of 25 to

30 feet, with a base elevation of approximately 12 feet above MSL. The resulting elevations of the treetop would be less than 42 feet above MSL. Based on the estimated view elevations in the EIR, viewers in both corridors from India Street east would see the Bay above the tops of the park trees, as well as between the canopies of the trees. Wider views of the Bay would be provided between the trees as the viewer moves closer to the Waterfront Park, and the angular distance between the trees increases. At the elevation of Pacific Highway, the view corridors would be visible below the tree canopy. However, in the blocks between these two points, there would be some narrowing of the view corridor, in return for the aesthetic benefit of having a tree-framed view.

In response to public comments about potential view corridor impacts, the distance between tree trunks along the two lines of trees border in the proposed paths within the view corridors have been increased to 52 to 56 feet. As proposed, the County will carry out selective pruning of the canopies of the park trees along the view corridors to maintain a north-south distance between tree canopies at a minimum of 24 feet in width.

As proposed, the project will provide a view corridor from downtown towards the Bay, albeit one with some encroachment by tree canopies. The Commission recognizes that the issues of views can be subjective; a tree-framed view may be as or more desirable than a more open view. Both Beech and Date Streets now end at the project site. If these streets were extended through the site, rather than a pedestrian path, there would be an approximately 56-foot trunk-to-trunk distance between the trees with an unobstructed view along the "driving corridor" of approximately 24-feet, similar to what the applicant is proposing (see Exhibit #7)). Thus, the proposed trees will not have an adverse impact on public views.

The applicant has indicated that as originally proposed, a small portion of the proposed parking garage would encroach into the Beech Street view corridor. The County has agreed to move this portion of the building approximately two feet to the south in order to avoid the encroachment and maximize views down this view corridor. Special Condition #2 requires that the trees be spaced such that a 52-56 foot trunk-to-trunk view corridor is provided as proposed, and that the proposed parking access structure for the south underground parking garage be adjusted such that it does not project into the 80-foot wide Beech Street view corridor. In addition, to assure that the trees are maintained such that they do not encroach further into the view corridor, Special Condition #3 requires that a maintenance plan for trimming the trees be provided. In addition, the condition requires that after 5 years, a monitoring report be submitted documenting the landscape requirements have been met. Therefore, as conditioned, Bay views between the trees will be preserved and expanded.

The project site, known as the San Diego Civic Center, is identified as one of the most important historical sites in San Diego County. Its importance is clearly reflected by its status as a National, State, County and City Register Historical Site. Due to its significant historical significance, the project was reviewed for consistency with the U.S. Secretary of the Interior's Standards by both the City and County of San Diego Historical Resources Boards. Based on their review, both boards found the proposed project

consistent with the U.S. Secretary of the Interior's Standards, subject to nine detailed conditions. These conditions, which are detailed in a May 6, 2003 letter from Lloyd Schwartz, Chairman of the City of San Diego Historical Resources Board to James Royle, Chairman of the County Historical Resources Board (ref. Exhibit #10 attached), include a number of provisions related mostly to specific landscape provisions and to proposed revisions to the terraces surrounding the County Administration Building on the north, south and west. The project as proposed by the County has been designed to comply with all of the board conditions, with the exception of two that relate to the provision of Senegal palm trees clustered at three of the project corners and revisions to the West Terrace stairs.

Based on review of the information provided, the Commission finds the project must comply with all the board's requirements in order to be consistent with historical provisions of the site and maintain the historical character of the area and the surrounding area. Therefore, Special Condition #2c requires that the final plans be revised to reflect all of the requirements of the historical review boards.

In summary, as conditioned, the project will significantly improve the visual quality of the waterfront area through the creation of new public greenspaces. Existing designated view corridors would be preserved and enhanced, and new views across the site would be created. Therefore, the project would not result in significant impacts to visual quality or view corridors, consistent with Section 30251 of the Coastal Act.

4. Runoff/Water Quality. Section 30230 of the Coastal Act requires that:

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

Section 30231 of the Coastal Act requires that:

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 30231 of the Act requires that the biological productivity of coastal waters, streams, etc., be maintained by, among other means, controlling runoff.

The project proposes removal of approximately 9.25 acres of existing impervious surface (parking lots and the Askew Building), to be replaced primarily with permeable, vegetated surfaces. Even with construction of the proposed underground parking structures and the hardscape features in the park, the project would leave more permeable surface area than currently exists on the site, thus potentially improving drainage and water quality.

Fertilizers and pesticides associated with the proposed landscaping could result in polluted run-off in the form of nutrients and organic phosphates into San Diego Bay. In addition, the use of non-native, invasive plant species could adversely affect the environmentally sensitive habitat of the Bay or other coastal waters if seeds from these plants species were introduced via runoff or bird feces into coastal waters.

Special Condition #3 requires vegetation selected for landscaping to be native drought-tolerant species or adapted non-invasive material. The use of drought-tolerant vegetation greatly reduces the need for intensive irrigation, which in turn reduces the potential for excessive irrigation to result in nuisance runoff from the site. Additionally, any irrigation system utilized is required to be efficient technologically, which will serve to prevent excess irrigation and resulting nuisance runoff from occurring. Further, native or adapted plants are well suited to regional conditions, and therefore do not have to be sustained with heavy fertilizer or pesticide applications. Minimizing the need for topical agents such as fertilizer and pesticides should reduce or eliminate their application, thereby minimizing pollutants susceptible to stormwater and nuisance runoff from the site.

The project would require excavation, dewatering, temporary construction and grading activities. All dewatering discharges will be directed into the San Diego sewer system, and mandatory compliance with the County of San Diego Department of Public Works construction stormwater Best Management Practices (BMPs) and the post-construction Storm Water Pollution Prevention Plan (SWPPP), and all local, state, and federal regulations regarding water quality and waste discharge will reduce potential water quality degradation to a level of less than significant. The Commission's water quality staff has reviewed the proposed project and determined that, as conditioned, the proposed project is consistent with the water quality protection policies of the Coastal Act.

5. Local Coastal Planning. Section 30604(a) also requires that a coastal development permit shall be issued only if the Commission finds that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program (LCP) in conformity with the provisions of Chapter 3 of the Coastal Act. In this case, such a finding can be made.

The County Administration Center is located in the City of San Diego, which has a certified Local Coastal Program. However, when the Commission certified the Centre City/Pacific Highway Corridor segment of the City's Land Use Plan in January 1988, the Commission deferred certification of the County Administration Center area, 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 is within the City but operated by the County, that supported deferred action and further study.

Thus, the area was excluded from the certified LCP, and remains in the Commission's jurisdiction. The standard of review for coastal development permits issued for development are the Chapter 3 policies of the Coastal Act. As discussed above, the proposed development, as conditioned, can be found consistent with all applicable Chapter 3 policies of the Coastal Act. Therefore, the project will not have any impacts on coastal resources and will not prejudice the ability of the City of San Diego or the County of San Diego to administer and/or prepare a certifiable Local Coastal Program for the area.

6. Consistency with the California Environmental Quality Act (CEQA).

Section 13096 of the Commission's Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

The proposed project has been conditioned in order to be found consistent with the Chapter 3 policies of the Coastal Act. Mitigation measures, including conditions addressing public access and visual quality will minimize all adverse environmental impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project is the least environmentally-damaging feasible alternative and is consistent with the requirements of the Coastal Act to conform to CEQA.

STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.

3. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

(G:\San Diego\Reports\2003\6-03-007 County of SD Admin Park Revised Fndgs.doc)



**View towards the Bay from Beech Street at Columbia Street**



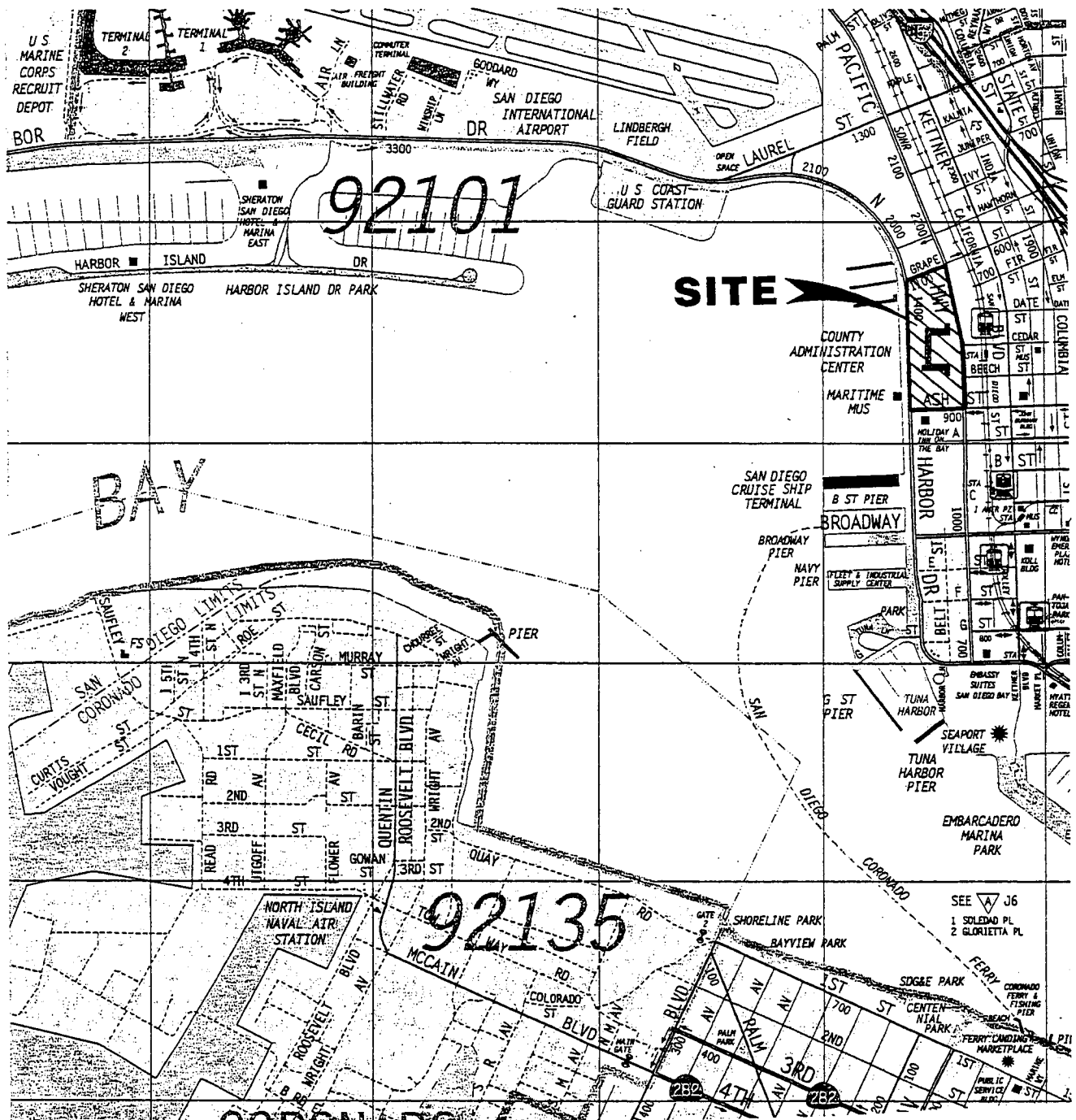

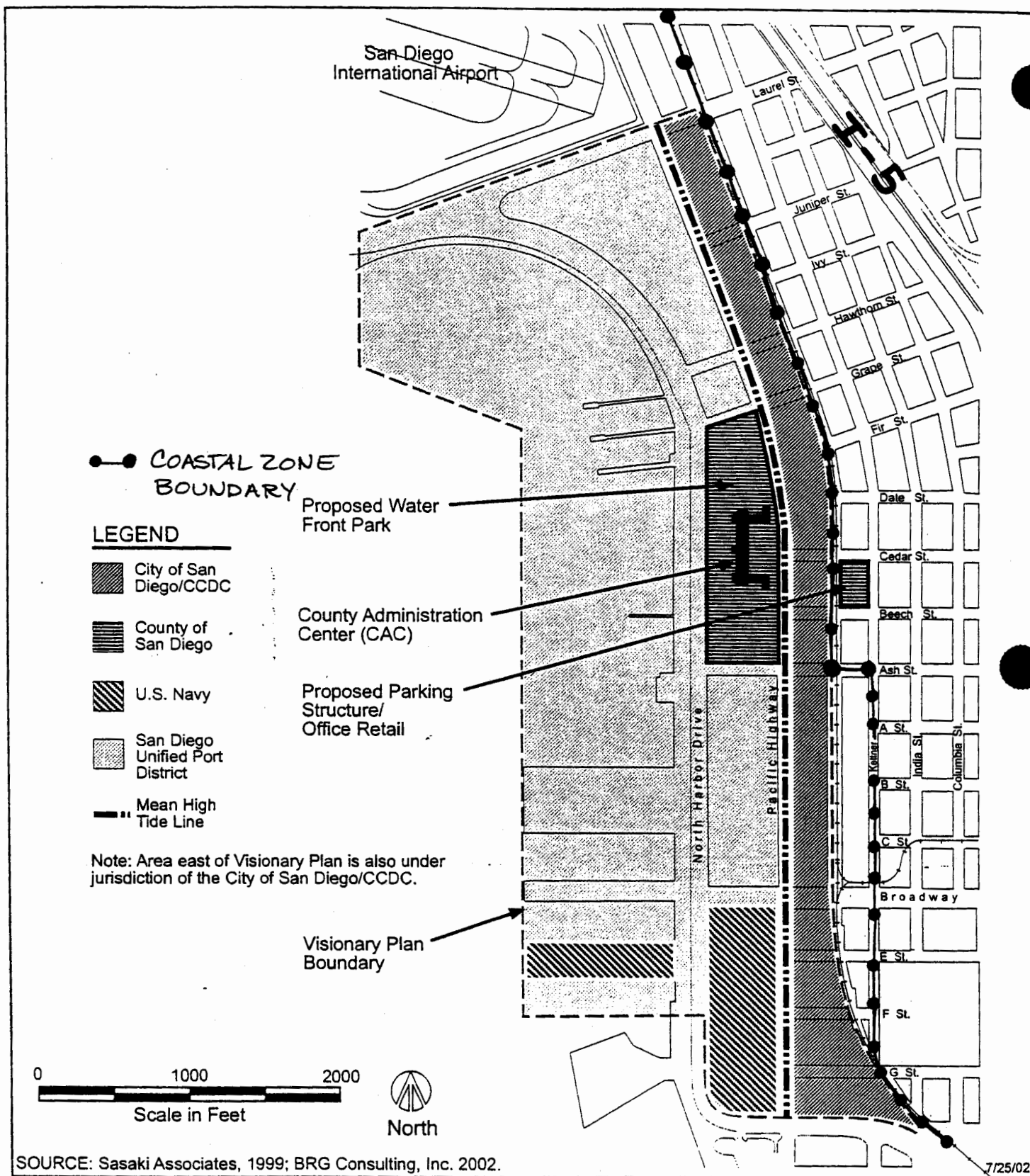


EXHIBIT NO. 1
APPLICATION NO.
6-03-7-RF
Location Map
 California Coastal Commission



7/25/02



San Diego CAC Waterfront Park Development and Master Plan

**Proposed Project Site and Jurisdictions  
in the North Embarcadero Visionary Plan A**

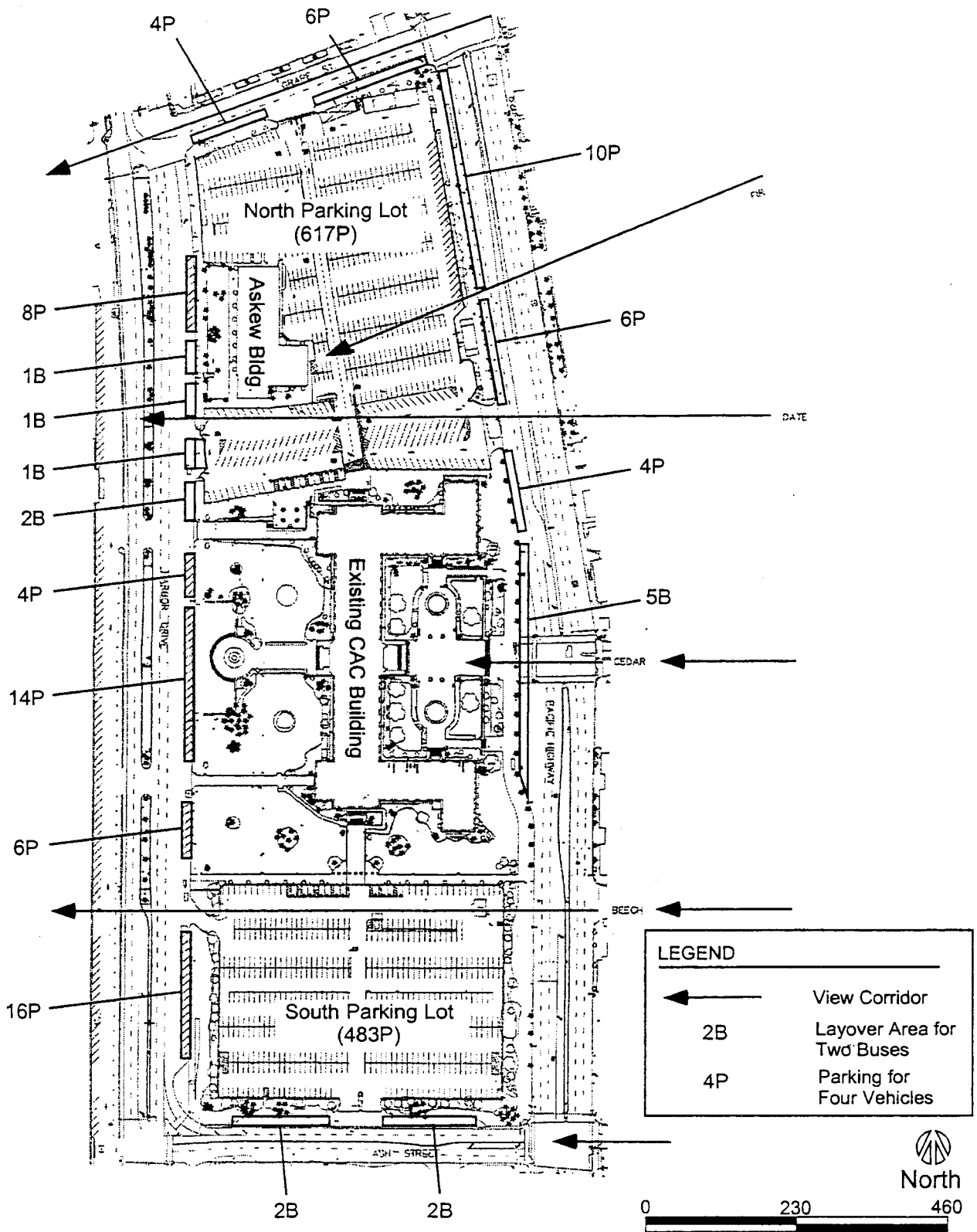
**EXHIBIT NO. 2**

**APPLICATION NO.**

**6-03-7-RF**

**Site Plan and  
Jurisdictions**

**California Coastal Commission**

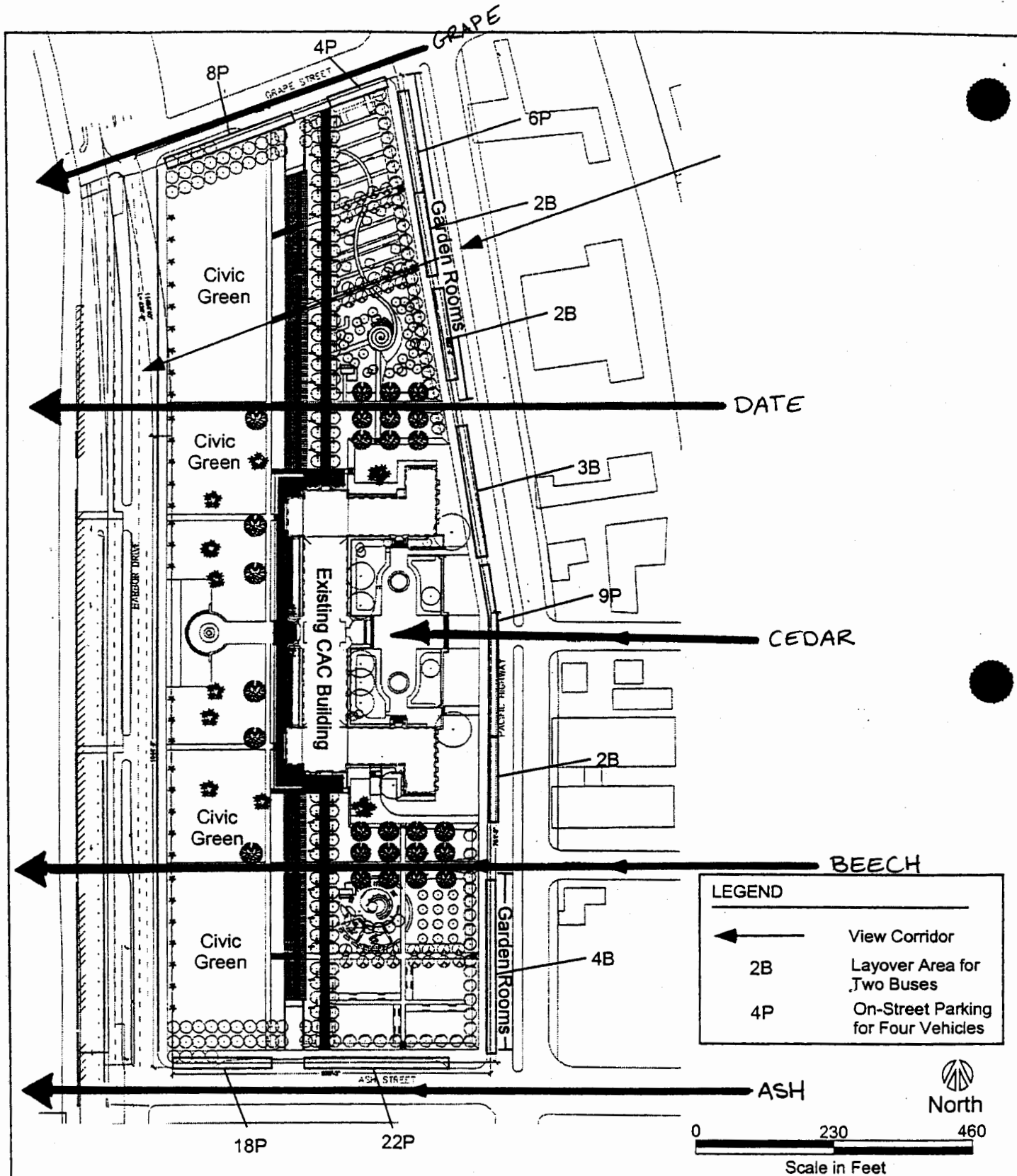


SOURCE: Hargreaves Associates, 2002; Davis Davis Architects, 2002.; BRG Consulting, Inc., 2001

or Pla

**B**

**EXHIBIT NO. 3**  
**APPLICATION NO.**  
**6-03-7-RF**  
**Existing Site Plan**



SOURCE: Hargreaves Associates, 2003; Davis Davis Architects, 2002.; BRG Consulting, Inc., 20



San Diego CAC Waterfront Park Development and Master P

## Proposed Landscape and On-Street Parking Plan, CAC Site

EXHIBIT NO. 4

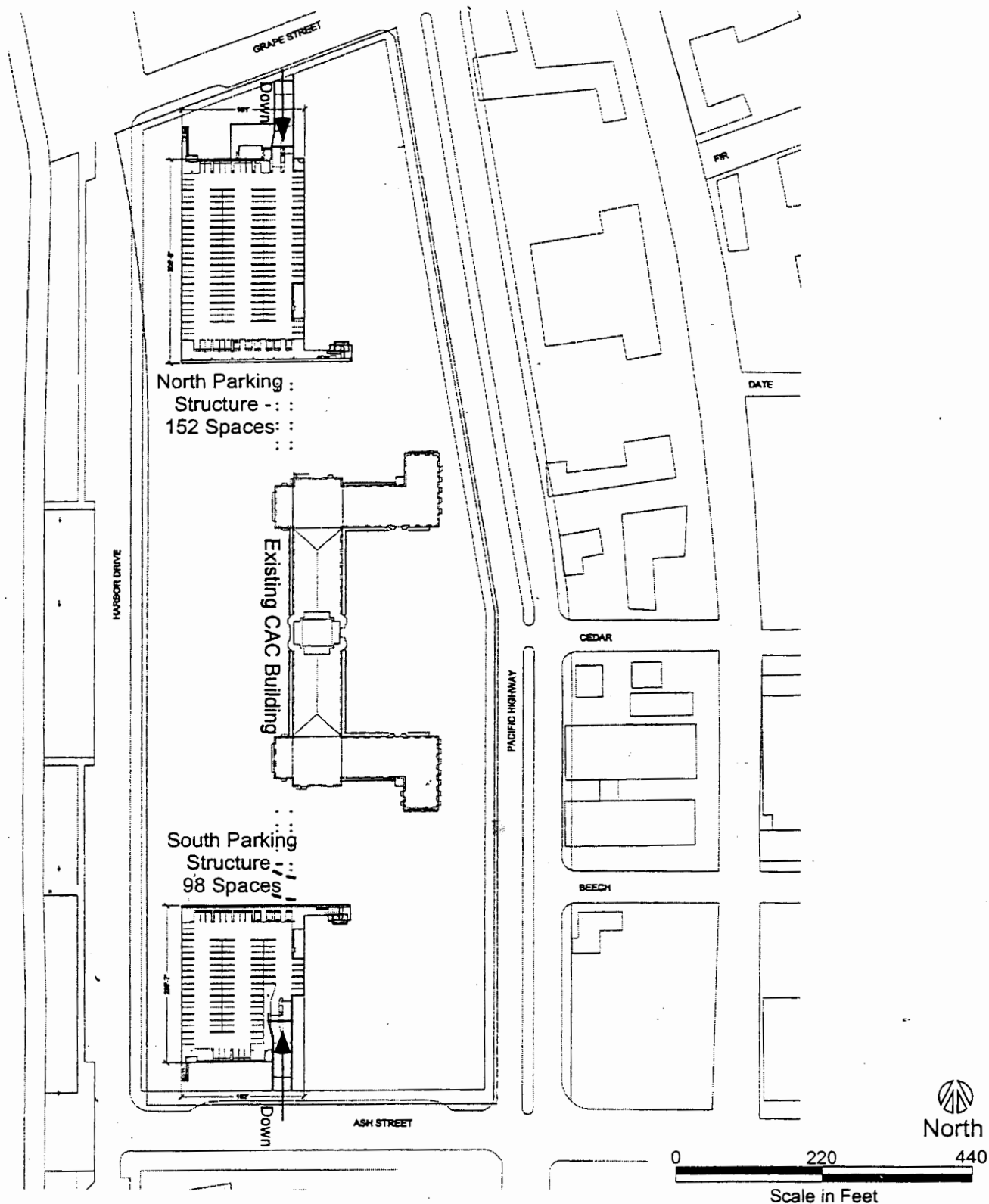
APPLICATION NO.

6-03-7-RF

Landscape Plan and

View Corridors

California Coastal Commission



SOURCE: Hargreaves Associates, 2002; Davis Davis Architects, 2002.



San Diego CAC Waterfront Park Development and Master Plan

## Proposed Below Grade Parking Structure

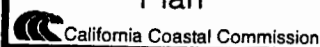
EXHIBIT NO. 5

APPLICATION NO.

6-03-7-RF

Underground Parking

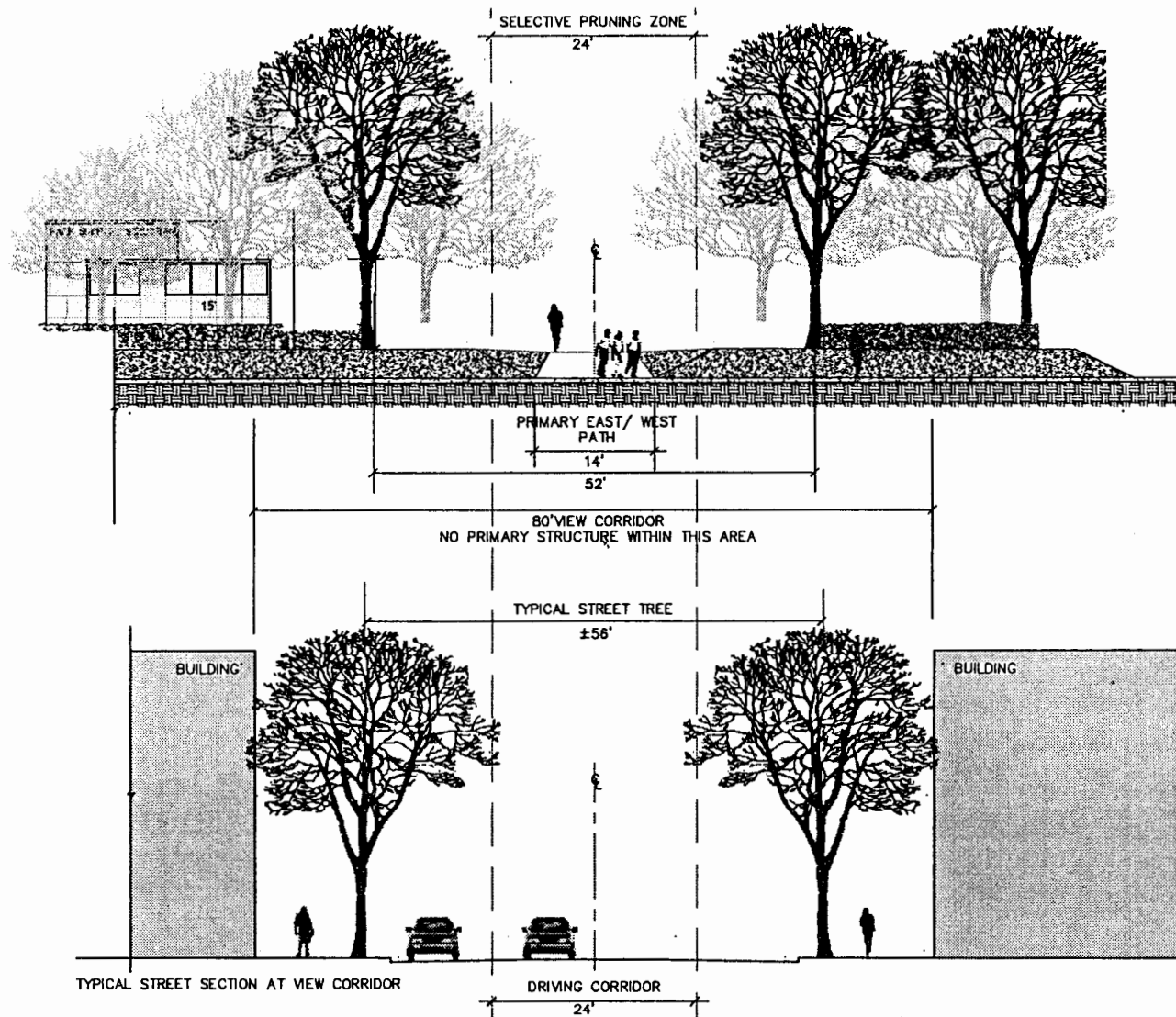
Plan



**Table 2.5-9**  
**County of San Diego CAC Waterfront Park – Parking Management Plan**

The following is proposed as a Parking Management Plan to address short term and long term provision of onsite and off site public and employee parking to serve staff and visitors to the County Administration Center, the CAC Waterfront Park and the Embarcadero visitor and business establishments.

Parking Requirement	ON SITE				OFF SITE			
	Number	Location	Description	Schedule	Number	Location	Description	Schedule
<b>Short Term/Construction</b>								
Required public parking	276 public parking– per <u>Parking Demand Study</u>	CAC existing parking lots		Available throughout Park construction – surface parking for 8 months then combination of structure and surface until Park completion				
Employee parking (General employee access and usage)	600-700 dependent on construction phase and us of managed parking	CAC existing parking lots	Balance of employee parking in both existing north/south parking lots. Utilize parking structures when completed in phased construction	Available throughout Park construction – surface parking for 8 months then combination of structure and surface until Park completion	66	Mills Building parking structure	Employees	Available throughout construction and permanently
Employee (Special designation)	16	CAC existing parking lots	VIP/elected officials/vanpool Part of 292 total onsite provision	Available throughout Park construction	As required to offset temporary construction phase parking provided at CAC	Various lots controlled by parking vendors within walking distance of CAC	Designated short term leased parking	As needed during later Park construction phase until Summer 2006 completion of Cedar/ Kettner employee parking structure



# BEECH STREET VIEW CORRIDOR FACING WEST SECTION

## CAC WATERFRONT PARK

Hargreaves Associates  
Davis Davis Architects

SCALE

0 10' 20'

EXHIBIT NO. 7  
APPLICATION NO.  
6-03-7-RF  
View Corridor Plan

1/1





# County of San Diego

C. RONALD HICKS  
Director

DEPARTMENT OF GENERAL SERVICES  
5555 OVERLAND AVENUE, SAN DIEGO, CA 92123-1294

(Location Code x50)  
PROJECT MANAGEMENT  
(858) 694-2040  
FACILITIES SERVICES  
(858) 694-3675  
FLEET MANAGEMENT  
(858) 694-2878  
REAL ESTATE SERVICES  
(858) 694-2291  
DOCUMENT SERVICES  
(858) 495-5348

May 21, 2003

California Coastal Commission  
San Diego Coast District  
7575 Metropolitan Drive, Suite 103  
San Diego, CA 92108-4402  
Attn: Diana Lilly

## COUNTY PARK PROJECT # 6-03-7 RESPONSE TO DRAFT SPECIAL CONDITIONS

Thank you for providing draft conditions for our review. We would like the opportunity to discuss the following conditions with you prior to the Commission hearing:

### Special Condition #2

In response to EIR public comments and Coastal Commission staff input, the Park tree planting will utilize a wider spacing of 52 ft. trunk to trunk dimension across east-west oriented walkways. Project modifications also include relocation of the restroom/utility structures an additional 10 ft. further from the these Beech and Date Street aligned walkways.

### View Corridor Analysis

#### Views from Pacific Highway through Park along Date and Beech Street axis

Currently pedestrian level views are blocked by a dense landscape perimeter installed to screen the existing parking lots. The proposed Park plan creates tree lined walkways to open new Bay views at both locations. These view corridors will ramp up from Pacific Highway grade approximately 3 feet. Semi deciduous tree species will have regularly crown pruning to prevent infringement into the view corridor. Pedestrian and motorist views from Pacific Highway at the historic core directly north and south of the Administration Center will be unchanged. Pedestrian level filtered views of the Bay through the Garden Rooms will be possible for most of the remaining Pacific Highway Park frontage.

#### Date Street

Because Date Street is interrupted west of Kettner Boulevard by the railway, views are only possible at an elevation of 40 or more feet above the Pacific Highway grade. At this elevation (documented in the FEIR Figure 2.1-2) views would be above the proposed Park trees along the Date Street axis.

#### Beech Street

Beech Street is currently 52 feet wide curb to curb. Future street trees installed under City tree planting guidelines will be assumed to be 56 ft. trunk to trunk dimension. Tree planting in the Park view corridors will have a 52 ft. trunk to trunk interval. Park tree crowns will be pruned to be equivalent to the open crown corridor of future street trees, with a 24 ft. minimum. Views of the Bay at all points along Beech Street through the Park walkways will appear identical to the anticipated future crown extension of the

EXHIBIT NO. 8
APPLICATION NO. 6-03-7-RF
Response Letter
from County



street trees. .

FEIR Figure 2.1-6 is a photosimulation of these future trees. Park trees are shown at a 40 ft. trunk to trunk spacing. Spacing is now 52 ft., which will create an alignment with future street trees and eliminate infringement in the extended view corridor.

### **Recommended View Protection Condition**

The goal of this condition should be to replicate the City and industry guidelines for street tree planting and pruning. The following standards, which have already been incorporated in the revised Park, plan as shown in the attached Beech Street section drawing.

1. Trees to be planted with a minimum trunk to trunk distance of 52 ft. in approximate alignment with future street trees along Beech and Date Streets.
2. 24 ft. selective tree pruning zone along these view corridors.
3. Select semi deciduous tree species to allow filtered views through the tree canopy during the dormant season.

The 52 ft. planting interval is the correct tree spacing alignment relative other Park design modules such as fountain spacing and pavement dimensions. A trunk to trunk spacing of 80 ft., which is the result of a 50 ft. canopy to canopy corridor, is unworkable in the Park design. This excessive spacing would eliminate a row of trees on both corridors because of the constraint of the east Historic Core and the proposed access driveway in board of the sidewalks. A trunk interval greater than 50 ft. also changes these sidewalks to plaza areas, disrupting the intended pattern of intersecting shaded walkways. The Waterfront Park plan is an opportunity to dramatically increase the much needed tree canopy of Little Italy and the Embarcadero. Views through the Park will be protected by the recommended tree alignment condition.

### **Special Condition 3.b**

- The Park planting plan will not include any invasive species.
- The majority of planting other than turf will be water conserving tree species, hedges, ornamental grasses and groundcovers. Much of the plant palette is derived from the original Hoyt plan that did emphasis Mediterranean and drought tolerant species. Significant areas of the Park will be surfaced with decorative paving, decomposed granite, gravel and surfaced play areas. The Park plan does maintain the original historic design of extensive turf areas on the west side of the building. This Civic Green will be the focus of community activity on the waterfront.

Please call me at (858) 694-8834 with any questions.

JEFF REDLITZ, Project Manager  
Department of General Services

**San Diego Unified Port District****LAND USE PLANNING DEPARTMENT**

P.O. Box 120488, San Diego, CA 92112

(619) 686-6283

**RECEIVED**

MAY 12 2003

**FAX TRANSMITTAL**CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

TO: DIANA LILLY / SHERILYN SARB  
COMPANY: CA COASTAL COMMISSION  
FAX NO: (619) 767-2384

FROM: Land Use Planning BILL CHOPYK  
PHONE NO. (619) 686-6469  
FAX NO. (619) 686-6508

TRANSMITTING: 6 PAGE(S), INCLUDING THIS PAGEDATE: 5/12/2003TIME: 8:40 AM

## COMMENTS:

Recent correspondence re: CAC Waterfront Park project. The PORT of SAN DIEGO does not support amending its Port Master Plan for the County's proposal to shift Harbor Drive 36 feet bayward, because it would reduce the waterfront esplanade width below 100 ft., would off-set the alignment of Harbor Drive, and diminish the truck turn-around space at the Cruise Ship Terminal.


FYI - Bill

**\* WE WANT TO IMPLEMENT THE NO. EMBARCADERO ALLIANCE**

If you do not receive all pages of this transmittal, please telephone (619) 686-6283

**VISIONARY PLAN (NOT CHAN  
IT)**

NOTE: The information contained in this facsimile document is confidential and is intended only for the use of the individual named above. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by telephone and return the original document to us at the above address via U.S. mail. We will reimburse you for postage. Thank you.

EXHIBIT NO. 9
APPLICATION NO
6-03-7
Comment Letters
 California Coastal Commission

Post-It® Fax Note 7871

Date	5.9.03	# of pages	3
To	BILL CHOPYK		
From	CINDY MERIES		
Co./Dept.	Co.		
Phone #	Phone # X6426		
Fax #	Fax # X6508		

RECEIVED

MAY 12 2003

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

PORT OF SAN DIEGO

BOARD OF PORT COMMISSIONERS  
Chairman of the Board



May 2, 2003

Greg Cox  
Chairman  
San Diego County Board of Supervisors  
1600 Pacific Highway  
San Diego, CA 92101

Ron Roberts  
Supervisor  
San Diego County Board of Supervisors  
1600 Pacific Highway  
San Diego, CA 92101

Dianne Jacob  
Vice-Chairwoman  
San Diego County Board of Supervisors  
1600 Pacific Highway  
San Diego, CA 92101

Bill Horn  
Supervisor  
San Diego County Board of Supervisors  
1600 Pacific Highway  
San Diego, CA 92101

Pam Slater  
Supervisor  
San Diego County Board of Supervisors  
1600 Pacific Highway  
San Diego, CA 92101

Re: San Diego County Administration Center Waterfront Park, EIR

Dear Supervisors:

On behalf of the Board of Port Commissioners I would like to take this opportunity to commend you on your progress on the Waterfront Park project. The park will be an important element in the transformation of San Diego's waterfront.

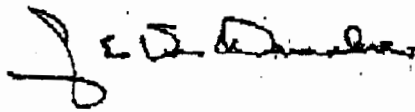
While we support the Waterfront Park in concept, we are concerned about the proposed expansion of the park, and more particularly, the resulting 36-foot shift in Harbor Drive, and loss of on-street parking. Our Board has on several occasions reaffirmed our approval of the North Embarcadero Alliance Visionary Plan. However, we are very concerned that the park project, as we understand it from the Final Environmental Impact Report (EIR), has some elements inconsistent with the Visionary Plan. The park development as proposed by County staff in the Final EIR, extends beyond the boundaries of the County's property onto Port District property, e.g. Harbor Drive right-of-way. (District staff provided comments to this effect February 26, 2003, in response to the Draft EIR.)

Board of Supervisors

Page 2  
May 2, 2003

It is our understanding that the County Board of Supervisors will consider certification of the Final EIR for the County Administration Center Waterfront Park development on May 6, 2003. As Chairman of the Board of Port Commissioners, and on behalf of the San Diego Unified Port District, I respectfully request that you do not certify the document with a project that extends beyond the boundaries of the County property line until these issues can first be resolved.

Sincerely,



Jess E. Van Deventer  
Chairman  
Board of Port Commissioners

cc: Board of Port Commissioners  
Bruce Hollingsworth  
Dan Wilkens  
Christine Anderson  
Dan Strum  
Randa Coniglio  
Bill Chopyk  
Melissa Mailander  
Karen Weymann



# PORT OF SAN DIEGO

BOARD OF PORT COMMISSIONERS  
Chairman of the Board

May 6, 2003

Greg Cox  
Chairman  
San Diego County Board of Supervisors  
1600 Pacific Highway  
San Diego, CA 92101

Ron Roberts  
Supervisor  
San Diego County Board of Supervisors  
1600 Pacific Highway  
San Diego, CA 92101

Dianne Jacob  
Vice-Chairwoman  
San Diego County Board of Supervisors  
1600 Pacific Highway  
San Diego, CA 92101

Bill Horn  
Supervisor  
San Diego County Board of Supervisors  
1600 Pacific Highway  
San Diego, CA 92101

Pam Slater  
Supervisor  
San Diego County Board of Supervisors  
1600 Pacific Highway  
San Diego, CA 92101

Re: San Diego County Administration Center Waterfront Park, EIR

Dear Supervisors:

It is my understanding that in certifying the County's EIR for the Waterfront Park project that the Port's position of support for the park was questioned in your discussion of this item. I would like to reaffirm the statements in my May 2, 2003 letter that the Port supports the Waterfront Park. The park will be an important element in the transformation of San Diego's waterfront.

While we support the concept of the Waterfront Park, we remain concerned about the extension of the park beyond the County's property line (the proposed 36-foot shift in Harbor Drive), and loss of on-street parking.

We appreciated the response from Supervisor Roberts assuring the Port that the inclusion of the 36' movement of the park's western edge into the Harbor Drive right-of-way is only included

Board of Supervisors

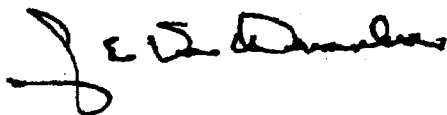
Page 2

May 6, 2003

as an "...alternative to cover future eventualities,..." and that its inclusion will not remove the County's responsibility to "...gain approval for the property line shift from the Port..."

Once again, please let me assure you that the Port supports the park concept within the County's property boundaries.

Sincerely,



Jess E. Van Deventer  
Chairman  
Board of Port Commissioners

bc: Board of Port Commissioners  
Bruce Hollingsworth  
Dan Wilkens  
Christine Anderson  
Dan Strum  
Randa Coniglio  
Bill Chopyk  
Melissa Mailander  
Karen Weymann



# MTDB

Metropolitan Transit Development Board



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

May 19, 2003

AG 260 (PC 20208)

RECEIVED

MAY 27 2003

CALIFORNIA  
COASTAL COM  
SAN DIEGO COAST

Ms. Diana Lilly  
California Coastal Commission  
7575 Metropolitan Drive, Suite 103  
San Diego, CA 92108-4402

Dear Ms. Lilly:

Subject: SAN DIEGO COUNTY ADMINISTRATION CENTER WATERFRONT PARK MASTER PLAN

The purpose of this letter is to request that you add a condition to the County Administration Center Waterfront Park Master Plan requiring that on-street bus layover facilities on Harbor Drive and Ash Street be replaced before any such facilities are removed. The County Administration Center is a major destination for transit riders in the North Embarcadero area. There are currently 18 bus routes that lay over in the area, including Routes 4, 20, 70, 15, and 115, which lay over on Ash Street (adjoining the County Administration Center to the south). Layover sites are generally provided at the end of the bus route to provide schedule recovery and driver break times. The buses spend about 10 to 20 minutes at a layover site. The layovers are typically separate from standard bus stops, at which buses stop for boarding and disembarking passengers only.

In response to MTDB's comment letter, the Environmental Impact Report (EIR) for the waterfront park states that existing bus layover facilities on Harbor Drive and Ash Street would be moved to Pacific Highway. However, no detailed designs of Pacific Highway have been completed to illustrate that this street frontage can accommodate the layovers. According to the County of San Diego, this detailed design work would be done by other public agencies at a future time.

While the layover sites on Pacific Highway may provide a functional solution, we are concerned that the existing layover sites will be eliminated before replacement sites have been provided. Therefore, we request your assistance in protecting the existing layover facilities until they have been suitably replaced. We appreciate the opportunity to provide input on this proposed public amenity. If you have any questions, please contact me at 619.557.4583, or Miriam Kirshner of my staff at 619.557.4585.

Sincerely,

Toni Bates  
Director of Planning and Development

JGarde - L-WATERPKPLAN.MKIRSH

cc: Jeff Redlitz, County of San Diego

Member Agencies:

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

Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and the Taxicab Administration  
Subsidiary Corporations: San Diego Transit Corporation, San Diego Trolley, Inc., and San Diego & Arizona Eastern Railway Company

For personal trip planning or route information, call 1-800-COMMUTE, or visit our web site at [sdcommute.com](http://sdcommute.com)



May 21, 2003

California Coastal Commission  
45 Fremont Street  
Suite 2000  
San Francisco, Ca 94105-2219

Dear Commissioners:

I write to you to express San Diego Port Tenants Association concerns regarding elements of the County of San Diego's proposal for a waterfront park adjacent to the North Embarcadero.

In representing stakeholders along the San Diego Waterfront, the Port Tenants Association has been a long-time participant and contributor to the public process that formulated the North Embarcadero Visionary Plan certified by the Coastal Commission two years ago. Subsequent to the Commission's certification, several developments and departures from the plan have occurred, including the County of San Diego's intention to transform the parking lots flanking the County Administration Center and the Askew Building site into a formal park. This would be in lieu of the commercial development once envisioned for the site as part of the original visionary plan. On April 30, 2003 the County certified the EIR for its park. While we are on record supporting the park, we are concerned about some elements of the County's proposal, specifically the expansion of the County Park 36' toward the water's edge and the elimination of on site parking. We feel that these components of the County's proposal, if implemented, .. undermine the Embarcadero's viability for highest and best public use.

The existing North Embarcadero Visionary plan as approved, already removes significant parking capacity from the North Embarcadero at a time when that resource is severely strained. While this aspect of the plan is regrettable, the tenants most affected felt that the loss of parking would be somewhat mitigated by the appeal of a lineal esplanade park along the waters edge. This assumed the plan would preserve a sustainable minimum nearby parking capacity. The sustainable minimum which appears in the present plan is a compromise that all stakeholders, including the County of San Diego, agreed to. The County's subsequent proposal to expand the park eradicates the sustainable minimum parking capacity from the immediate area.

Coastal Commission  
May 21, 2003  
Page 2

The tenants impacted by the parking loss include the San Diego Maritime Museum, a signature waterfront restaurant, and two harbor excursion businesses. Three of these tenants constitute water dependent uses. One of them, the Maritime Museum, is a major cultural and educational resource for our region and includes two national and two state historic landmarks. Were the County's park expansion to proceed as proposed, we feel that these uses would suffer drastic negative impacts from the loss the minimum nearby parking capacity.

Likewise, the County's full proposal would substantially reduce the Esplanade as a public amenity. Throughout all of the public workshops, the esplanade emerged as a universally appreciated plan component. That appreciation is reflected in present use patterns. At any given time, the existing expansive green space surrounding the County Administration Center is sparsely utilized in comparison to the large number of people strolling along the waters edge. The County's proposed park expansion would result in a marginal augmentation of its large and underutilized landlocked parcel by appropriating 40% of the narrow waterfront green belt intended to enhance a highly popular pedestrian walkway. Clearly this diminishes the waterfront experience for the 1.4 million users who annually visit the Embarcadero.

The San Diego North Embarcadero is one of America's historic waterfronts. Since its construction, the County Administration Building has reposed within that historic context. We feel that a County park contained within its present boundaries would continue to provide a balanced composition activated by public use of a waterfront esplanade and associated water-dependent activities.

A copy of this letter was provided to the Commission Staff concurrently with this mailing.

Thank you for your time and consideration,

Sincerely,  
San Diego Port Tenants Association

Rick Ghio  
Chairman

Cc Mr. Chuck Damm, Sr. Deputy Director, South Coast Office, CCC

**BOARD OF DIRECTORS**

**Jack Ghio, Chairman**  
ANTHONY'S FISH GROTTO  
**George Palermo, Vice Chairman**  
SAN DIEGO HARBOR EXCURSION



**RECEIVED**

JUN 06 2003

CALIFORNIA  
COASTAL COMMISSION

**SAN DIEGO PORT TENANTS ASSOCIATION**

May 21, 2003

California Coastal Commission  
45 Fremont Street  
Suite 2000  
San Francisco, Ca 94105-2219

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The existing North Embarcadero Visionary plan as approved, already removes significant parking capacity from the North Embarcadero at a time when that resource is severely strained. While this aspect of the plan is regrettable, the tenants most affected felt that the loss of parking would be somewhat mitigated by the appeal of a lineal esplanade park along the waters edge. This assumed the plan would preserve a sustainable minimum nearby parking capacity. The sustainable minimum which appears in the present plan is a compromise that all stakeholders, including the County of San Diego, agreed to. The County's subsequent proposal to expand the park eradicates the sustainable minimum parking capacity from the immediate area.

**Ray Ashley**  
MARITIME MUSEUM  
**Mark Bailey**  
CHESAPEAKE FISH COMPANY  
**Richard Bartell**  
BARTELL HOTELS  
**Capt. Bill Bartsch**  
S.D. BAY PILOTS  
**Susan Baumann**  
BALI HAI RESTAURANT  
**Sampson A. Brown, Esq.**  
KNIGHT & CARVER  
\* **R.A. Carpenter**  
R.E. STAITE ENGINEERING  
**Thomas A. Driscoll**  
DRISCOLL BOAT WORKS  
**Ted Eldredge**  
MANCHESTER RESORTS  
**Thompson Fetter**  
T. FETTER & CO.  
**John Hawkins**  
CLOUD 9 SHUTTLE  
**Eric Leslie**  
HARBOR ISLAND WEST MARINA  
**Marylou LoPreste**  
SUN HARBOR MARINA  
**Dick Luther**  
GRAY CARY WARE FREIDENRICH  
**Dick Manary**  
GOODRICH  
**Karen McElliot**  
CHULA VISTA MARINA & RV RESORT  
**Robert McKay**  
U.S. MARINE REPAIR, SWM  
**Lane McVey**  
NASSCO  
**Jack Monger**  
The Monger Company  
**Ed Plant**  
San Diego Cold Storage  
\* **H.P. "Sandy" Purdon**  
SHELTER COVE MARINA  
**Alan Randle**  
HYATT REGENCY SAN DIEGO  
**Anne Taubman**  
S.D. SEAPORT VILLAGE, LTD.  
**John Vissat**  
HORNBLOWER CRUISES & EVENTS  
**Stuart Wells**  
SDG&E  
**Lee Wilson**  
NORTHROP GRUMMAN CONTINENTAL MARITIME  
**Perry Wright**  
CONSIDINE & CONSIDINE

**DIRECTOR EMERITUS**

\* **Arthur E. Engel**  
**Douglas Manchester**  
\* **Pete Litrenta**

**STAFF**

**Richard Cloward**  
EXECUTIVE DIRECTOR  
**Sharon Bernie-Cloward**  
DIRECTOR MEMBERSHIP & MARKETING

\* **SDPTA Past Chairmen**

Coastal Commission  
May 21, 2003  
Page 2

The tenants impacted by the parking loss include the San Diego Maritime Museum, a signature waterfront restaurant, and two harbor excursion businesses. Three of these tenants constitute water dependent uses. One of them, the Maritime Museum, is a major cultural and educational resource for our region and includes two national and two state historic landmarks. Were the County's park expansion to proceed as proposed, we feel that these uses would suffer drastic negative impacts from the loss the minimum nearby parking capacity.

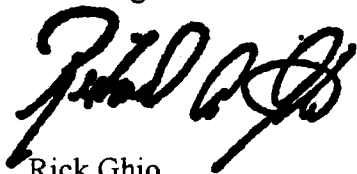
Likewise, the County's full proposal would substantially reduce the Esplanade as a public amenity. Throughout all of the public workshops, the esplanade emerged as a universally appreciated plan component. That appreciation is reflected in present use patterns. At any given time, the existing expansive green space surrounding the County Administration Center is sparsely utilized in comparison to the large number of people strolling along the waters edge. The County's proposed park expansion would result in a marginal augmentation of its large and underutilized landlocked parcel by appropriating 40% of the narrow waterfront green belt intended to enhance a highly popular pedestrian walkway. . Indeed, the Esplanade would be reduced on a "foot-for-foot" basis by any park extension. Clearly this diminishes the waterfront experience for the 1.4 million users who annually visit the Embarcadero.

The San Diego North Embarcadero is one of America's historic waterfronts. Since its construction, the County Administration Building has reposed within that historic context. We feel that a County park contained within its present boundaries would continue to provide a balanced composition activated by public use of a waterfront esplanade and associated water-dependent activities.

A copy of this letter was provided to the Commission Staff concurrently with this mailing.

Thank you for your time and consideration,

Sincerely,  
San Diego Port Tenants Association

A handwritten signature in black ink, appearing to read "Rick Ghio", written over a horizontal line.

Rick Ghio  
Chairman

Cc Ms Sherilyn Sarb, District Manager, CCC San Diego District



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JUN 0 6 2003

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

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JUN 0 5 2003

CALIFORNIA  
COASTAL COMMISSION

May 27, 2003

California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-5400

Dear Sirs:

On behalf of Holiday Inn On The Bay, this letter will express our concern regarding elements of the County of San Diego's proposal for a waterfront park adjacent to the North Embarcadero.

- 1) Holiday Inn On The Bay is an Embarcadero tenant and participant with a great interest in the public process that formulated the North Embarcadero Visionary Plan certified by the Coastal Commission two years ago. Subsequent to the Commission's certification, several developments and departures from the plan have occurred, including the County of San Diego's intention to transform the parking lots flanking the County Administration Center and the Askew Building site into a formal park. This would be in lieu of the commercial development once envisioned for the site as part of the original visionary plan. On April 30, 2003 the County certified the EIR for its park. While we support the park, we do have a great concern about elements of the County's proposal, specifically the expansion of the County Park 36' toward the water's edge and the elimination of on site parking. We feel that these components of the County's proposal, if implemented, undermine the Embarcadero's viability for highest and best public use.
- 2) The existing North Embarcadero Visionary plan as approved, already removes significant parking capacity from the North Embarcadero at a time when that resource is severely strained. While this aspect of the plan is regrettable, Holiday Inn On The Bay feels that the loss of parking would be somewhat mitigated by the appeal of a lineal esplanade park along the waters edge. This assumed the plan would preserve a sustainable minimum nearby parking capacity. The sustainable minimum, which appears in the present plan is a compromise that all stakeholders, including the County of San Diego, agreed to. The County's subsequent proposal to expand the park eradicates the sustainable minimum parking capacity from the immediate area.

**HOLIDAY INN-ON THE BAY**

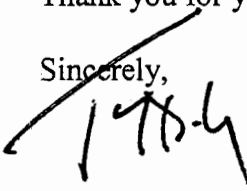
1355 N. Harbor Drive, San Diego, California 92101 • 619-232-3861 • Fax 619-232-4924  
Independently owned by FelCor Lodging Limited Partnership and operated by Bristol Hotels and Resorts\*

- 3) The County's full proposal would substantially reduce the Esplanade as a public amenity. Throughout all of the public workshops, the esplanade emerged as a universally appreciated plan component. That appreciation is reflected in present use patterns.
- 4) At any given time, the existing expansive green space surrounding the County Administration Center is sparsely utilized in comparison to the large number of people strolling along the waters edge.
- 5) The County's proposed park expansion would result in a marginal augmentation of its large and underutilized landlocked parcel by appropriating 40% of the narrow waterfront green belt intended to enhance a highly popular pedestrian walkway. Clearly this diminishes the waterfront experience for the 1.4 million users who annually visit the Embarcadero.
- 6) Additionally, Holiday Inn On The Bay feels that a County park contained within its present boundaries would continue to provide a balanced composition activated by public use of a waterfront esplanade and associated water-dependent activities.

A copy of this letter has been sent to the Commission Staff concurrently.

Thank you for your time and consideration.

Sincerely,



Tony D. Lovoy, CHA  
Regional Director of Operations

TDL:ss

cc: Mr. Chuck Damm, Sr. Deputy Director



**ANTHONY'S  
SEAFOOD GROUP**



**RECEIVED**

JUN 02 2003

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

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MAY 30 2003

CALIFORNIA  
COASTAL COMMISSION

May 27, 2003

California Coastal Commission  
45 Fremont Street  
Suite 2000  
San Francisco, CA 94105-2219

Dear Commissioners:

Our company, Anthony's Seafood Group, has concerns regarding certain elements of the County of San Diego's proposal for a waterfront park adjacent to the North Embarcadero.

As an Embarcadero tenant for the past 37 years, Anthony's Seafood Group has been an active participant in the public process that formulated the North Embarcadero Visionary Plan certified by the Coastal Commission two years ago. Subsequent to the Commission's certification, several developments and departures from the plan have occurred, including the County of San Diego's intention to transform the parking lots flanking the County Administration Center and the Askew Building site into a formal park. This would be in lieu of the commercial development once envisioned for the site as part of the original visionary plan. On April 30, 2003 the County certified the EIR for its park. While we support the park, we are opposed to certain elements of the County's proposal, specifically the expansion of the County park 36' toward the water's edge and the elimination of on site parking. We feel that these components of the County's proposal, if implemented, undermine the Embarcadero's viability for highest and best public use. It also undermines the very public process used to create the North Embarcadero Visionary Plan.

The existing North Embarcadero Visionary Plan as approved, already removes significant parking capacity from the North Embarcadero at a time when that resource is severely strained. While this aspect of the plan is regrettable, Anthony's Seafood Group felt that the loss of parking would be somewhat mitigated by the appeal of a lineal esplanade park along the water's edge. This assumed the plan would preserve a sustainable minimum nearby parking capacity. The sustainable minimum, which appears in the present plan, is a compromise that all stakeholders, including the County of San Diego, agreed to. The County's subsequent proposal to expand the park eradicates the sustainable minimum parking capacity from the immediate area and undermines the decision of the alliance, of which the County was an active participant.

The County's full proposal would substantially reduce the esplanade as a public amenity. Throughout all of the public workshops, the esplanade emerged as a universally appreciated plan component. That appreciation is reflected in present use patterns. At any given time, the existing expansive green space surrounding the County Administration Center is sparsely utilized in comparison to the large number of people strolling along the water's edge.

Anthony's Seafood Group feels that a County park contained within its present boundaries would continue to provide a balanced composition activated by public use of a waterfront esplanade and associated water-dependent activities.

A copy of this letter was provided to the Commission Staff concurrently.

Sincerely,

A handwritten signature in cursive script, reading "Beverly Mascari".

Beverly Mascari  
Owner

cc: Mr. Chuck Damm, Sr. Deputy Director, California Coastal Commission  
South Coast District Office



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MAY 28 2003

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT



**RECEIVED**

MAY 27 2003

CALIFORNIA  
COASTAL COMMISSION

California Coastal Commission  
45 Fremont St  
Suite 2000  
San Diego, CA 94105-5400

Re: San Diego North Embarcadero Visionary Plan

Dear Commissioner's:

I write to you to express San Diego Harbor Excursion's concerns regarding elements of the County of San Diego's proposal for a waterfront park adjacent to the North Embarcadero

As an Embarcadero tenant, since 1915, San Diego Harbor Excursion has been an interested participant in to the public process that formulated the North Embarcadero Visionary Plan certified by the Coastal Commission two years ago. Subsequent to the Commission's certification, several developments and departures from the plan have occurred, including the County of San Diego's intention to transform the parking lots flanking the County Administration Center and the Askew Building site into a formal park. This would be in lieu of the commercial development once envisioned for the site as part of the original visionary plan. On April 30, 2003 the County certified the EIR for its park. While we support the park, we are opposed to certain elements of the County's proposal, specifically the expansion of the County Park 36' toward the water's edge and the elimination of on site parking. We feel that these components of the County' proposal, if implemented, undermine the Embarcadero's viability for highest and best public use.

The existing North Embarcadero Visionary plan as approved, already removes significant parking capacity from the North Embarcadero at a time when that resource is severely strained. While this aspect of the plan is regrettable, San Diego Harbor Excursion felt that the loss of parking would be somewhat mitigated by the appeal of a lineal esplanade park along the waters edge. This assumed the plan would preserve a sustainable minimum nearby parking capacity. The sustainable minimum which appears in the present plan is a compromise that all stakeholders, including the County of San Diego, agreed to. The County's subsequent proposal to expand the park eradicates the sustainable minimum parking capacity from the immediate area.

The County's full proposal would substantially reduce the Esplanade as a public amenity. Throughout all of the public workshops, the esplanade emerged as a universally appreciated plan component. That appreciation is reflected in present use patterns.

At any given time, the existing expansive green space surrounding the County Administration Center is sparsely utilized in comparison to the large number of people strolling along the waters edge.

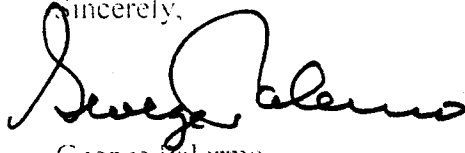
The County's proposed park expansion would result in a marginal augmentation of its large and underutilized landlocked parcel by appropriating 40% of the narrow waterfront green belt intended to enhance a highly popular pedestrian walkway. Clearly this diminishes the waterfront experience for the 1.4 million users who annually visit the Embarcadero.

San Diego Harbor Excursion feels that a County park contained within its present boundaries would continue to provide a balanced composition activated by public use of a waterfront esplanade and associated water-dependent activities. We also feel that the County's portion of the Visionary Plan should integrate, as originally agreed to, with the entire plan instead of serving their own self interests.

Please vote to retain the on site parking.

A copy of this letter was provided to the Commission Staff concurrently.

Sincerely,

A handwritten signature in black ink, appearing to read "George Palermo", written over a horizontal line.

George Palermo  
President

Cc: Mr. Chuck Damm, Sr. Deputy Director  
California Coastal Commission  
South Coast District Office  
200 Oceangate, 10<sup>th</sup> Floor  
Long Beach, CA 90802-4416

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JUN 05 2003

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

May 29, 2003

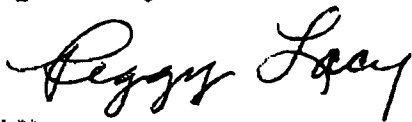
Mr. Ron Roberts  
County Supervisor, District Four  
1600 Pacific Hwy. #335  
San Diego, CA 92101-2470

Dear Supervisor Roberts,

Thank you for attending our Serra Mesa Community Council meeting Wednesday, May 28. It is always enlightening to hear directly from our elected officials. Your responsible fiscal management and creative programs to assist those in need are most appreciated.

The Serra Mesa Community Council Board voted unanimously to endorse the plan for creating a park around the county building. We believe that it will be an important addition to San Diego, beautifying our city and will allow more families to gather and enjoy our harbor and downtown area.

With continued best wishes as you serve the citizens of San Diego County,



Peggy Lacy, President  
The Serra Mesa Community Council

Agenda Item Thu 10c  
Permit # 6-03-007





## Centre City Advisory Committee

Community Organizations • Core/Columbia • Core II • Cortez • East Village • Gaslamp Quarter • Horton • Little Italy • Marina

June 4, 2003

Chairman Mike Reilly and Members  
California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219

**RECEIVED**

JUN 06 2003

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

RE: San Diego County Administration Center Waterfront Park Development

Dear Chairman Reilly:

On May 6, 2003, the County of San Diego certified a Final Environmental Impact Report (FEIR) for its proposed development of a park on the sites of the Askew Building and the parking lots flanking the County Administration Center on the North and South. It is our understanding that the proposal will appear before the California Coastal Commission in June for your consideration. As the Community Planning Group elected to represent the residents, business/property owners, and community organizations of downtown San Diego, please consider the following.

### Endorsements

- We endorse the County's plan to create a public park. The proposed County Waterfront Park would complement the Bayfront Esplanade contained in the North Embarcadero Alliance Visionary Plan (NEAVP) approved by the California Coastal Commission two years ago.
- We appreciate the County's willingness within the FEIR to address some concerns that the CCAC made to the Draft EIR on February 24, 2003 (p. RC-52 FEIR).
- We agree with your staff's report in preparation for the item to be heard on June 12, 2003 which states that a formerly proposed enlargement of the County Waterfront Park beyond the present boundaries of the County property should *not* be considered. The new park must be consistent with the North Embarcadero Alliance Visionary Plan.

### Current Concerns

We continue to have concerns about several elements of the proposal.

- We remain concerned that the density of large trees would compromise views of the bay from upland vistas along Beech, Date and Fir Streets. These precious views of San Diego Bay make an important contribution to the aesthetic charms of downtown San Diego and must be preserved and *enhanced*. In no case should tree placement be closer than it would be on a street (approximately 60 feet trunk to trunk). Exhibit 7 of the California Coastal Commission Staff report (May 6, 2003) indicates a structure protruding into a view corridor, which should not be approved as proposed. No structure should be placed within a view corridor, especially in such an important view location.
- In the February 24, 2003, letter responding to the Draft EIR, we asked the County to honor its original time-frame for public comment (March 28, 2003), rather than its subsequently shortened one (February 28, 2003), to enable us to adequately review the parking plan. That request was denied. We believe the certified County FEIR is flawed, that measures designed to mitigate loss of existing parking are ill-defined, inadequate, and reliance on street parking to satisfy this project is inappropriate.

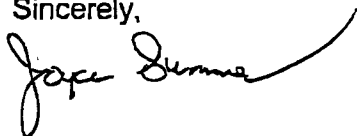
**LETTERS OF COMMENT**

Chair and Members • California Coastal Commission • May 28, 2003 • Page 2

- Significant loss of parking—with no assurance that replacement parking will be provided—presents an obstacle for the public to access the coast, in an area of very heavy use. Currently proposed replacement parking (if it were indeed constructed) at a site owned by the County (Cedar Street at Kettner Boulevard) is a long distance away, on the opposite side of two arterial streets, and would not be available until an undetermined time in the future. Additional parking is needed (perhaps underground parking areas could be enlarged), and increased capacity should be brought on stream coincident with development, not some indeterminate time later.

In conclusion, we hope that these issues may be addressed and solutions incorporated into the Coastal Commission's approval of the County Park. The result would be a wonderful public amenity in a magnificent setting, maximizing views and access for everyone.

Sincerely,



Joyce Summer, Chair

CC: Diana Lilly, San Diego Coastal Program Analyst  
Lee McEachern, San Diego District Regulatory Supervisor  
Sherilyn Sarb, San Diego District Manager



June 4, 2003

Lee McEachern, District Regulatory Supervisor  
San Diego Coast District  
California Coastal Commission  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105-2219

FAX: 619 767 2384

**SUBJECT: Support for the Approval of the Coastal Development Permit EIR for the San Diego County Waterfront Park**

Dear Commissioners:

At its June 3, 2003 meeting, the Little Italy Association of San Diego Board of Directors voted unanimously to encourage the California Coastal Commission to approve the Coastal Development Permit for the County Waterfront Park around the San Diego County Administration Building. As you know, this is a significant project which will bring long term benefits to the citizens of San Diego, as well as tourists, and provide a great public outlet to an increasingly shrinking waterfront.

On April 30<sup>th</sup>, the County Board of Supervisors adopted the EIR for its park surrounding the Administration Building. We are on record on supporting the County in its plans to build a park to replace the asphalt parking lots on the doorstep of our waterfront.

We will continue to work closely with the City of San Diego, the Port District, the CCDC Board, the County Board of Supervisors and the Port Tenant's Association to make sure that the best public product possible is developed on the site of these two large parking lots. Beyond the County's jurisdiction, we will also work with all parties involved to ensure that no existing business or public benefit corporation is negatively impacted from the implementation of the full North Embarcadero Visionary Plan.

We encourage you to adopt the County's EIR as presented and commit ourselves to working collectively with the stakeholders as this dynamic process unfolds in the years to come.

Sincerely,

Steven J. Galasso  
Chairman of the Board  
Little Italy Association

LITTLE ITALY ASSOCIATION OF SAN DIEGO

1830 COLUMBIA STREET • SAN DIEGO, CALIFORNIA 92101 • (619) 233-3898 • FAX: (619) 233-4866

LILITALY@CTS.COM • WWW.LITTLEITALYSD.COM

# Little Italy

SAN DIEGO, CALIFORNIA

April 29, 2003

Honorable Supervisor Ron Roberts  
Honorable Supervisor Greg Cox  
1500 Pacific Highway, Third Floor  
San Diego, CA 92101

**SUBJECT:** Support for Buildout of County Park at the Waterfront

Dear Supervisors Roberts and Cox:

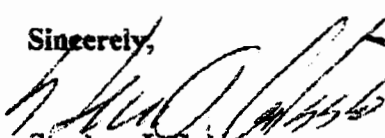
At its April 1<sup>st</sup> meeting, the Little Italy Association Board of Directors voted unanimously to encourage the County Board of Supervisors to move ahead aggressively on its component of the North Embarcadero waterfront implementation. Specifically, the Association Board is requesting that the Board of Supervisors move forward on the following:

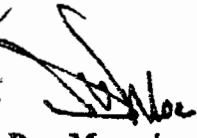
1. Expedite the development agreement with Lambert to build out the 600-700 parking structure spaces, and residential project at the Kettner/Cedar site. We believe that this project will provide the necessary parking infra-structural support to the County, the North Embarcadero and the Little Italy Community.
2. Move forward with the relocation of the Askew Building and the planning for the conversion of the current north and south parking lots into park space.

We realize that the County is suffering from the uncertainty of the state fiscal crisis, however we understand that the County Administration Building itself, was a product of the Great Depression. We would all agree that this County waterfront park will outlive any budget crisis and will be a legacy for generations to come. We hope that this common vision of your commitment to the park, as well as our neighborhood revitalization efforts, coincide and we encourage you to keep the project on track in the next two to three fiscal years.


Please inform us if there is anything we can do to support you in your efforts to move the project forward with all due speed.

Sincerely,

  
Stephen J. Galasso  
Chairman of the Board  
Little Italy Association

  
Dan Mocerri  
Vice President

  
Lou Palestini  
Treasurer

  
Tom DiZinno  
Secretary

cc: Ronald Hicks

LITTLE ITALY ASSOCIATION OF SAN DIEGO

1830 COLUMBIA STREET • SAN DIEGO, CALIFORNIA 92101 • (619) 233-3898 • FAX: (619) 233-4866  
LILITALY@CTS.COM • WWW.LITTLEITALYSD.COM



Community Organizations • Core/Columbia • Core II • Cortez • East Village • Gaslamp Quarter • Horton • Little Italy • Marina

June 4, 2003

Chairman Mike Reilly and Members  
California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219

RE: San Diego County Administration Center Waterfront Park Development

Dear Chairman Reilly:

On May 6, 2003, the County of San Diego certified a Final Environmental Impact Report (FEIR) for its proposed development of a park on the sites of the Askew Building and the parking lots flanking the County Administration Center on the North and South. It is our understanding that the proposal will appear before the California Coastal Commission in June for your consideration. As the Community Planning Group elected to represent the residents, business/property owners, and community organizations of downtown San Diego, please consider the following.

Endorsements

- We endorse the County's plan to create a public park. The proposed County Waterfront Park would complement the Bayfront Esplanade contained in the North Embarcadero Alliance Visionary Plan (NEAVP) approved by the California Coastal Commission two years ago.
- We appreciate the County's willingness within the FEIR to address some concerns that the CCAC made to the Draft EIR on February 24, 2003 (p. RC-52 FEIR).
- We agree with your staff's report in preparation for the item to be heard on June 12, 2003 which states that a formerly proposed enlargement of the County Waterfront Park beyond the present boundaries of the County property should *not* be considered. The new park must be consistent with the North Embarcadero Alliance Visionary Plan.

Current Concerns

We continue to have concerns about several elements of the proposal.

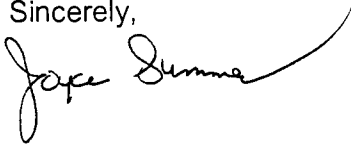
- We remain concerned that the density of large trees would compromise views of the bay from upland vistas along Beech, Date and Fir Streets. These precious views of San Diego Bay make an important contribution to the aesthetic charms of downtown San Diego and must be preserved and *enhanced*. In no case should tree placement be closer than it would be on a street (approximately 60 feet trunk to trunk). Exhibit 7 of the California Coastal Commission Staff report (May 6, 2003) indicates a structure protruding into a view corridor, which should not be approved as proposed. No structure should be placed within a view corridor, especially in such an important view location.
- In the February 24, 2003, letter responding to the Draft EIR, we asked the County to honor its original time-frame for public comment (March 28, 2003), rather than its subsequently shortened one (February 28, 2003), to enable us to adequately review the parking plan. That request was denied. We believe the certified County FEIR is flawed, that measures designed to mitigate loss of existing parking are ill-defined, inadequate, and reliance on street parking to satisfy this project is inappropriate.



- Significant loss of parking—with no assurance that replacement parking will be provided—presents an obstacle for the public to access the coast, in an area of very heavy use. Currently proposed replacement parking (if it were indeed constructed) at a site owned by the County (Cedar Street at Kettner Boulevard) is a long distance away, on the opposite side of two arterial streets, and would not be available until an undetermined time in the future. Additional parking is needed (perhaps underground parking areas could be enlarged), and increased capacity should be brought on stream coincident with development, not some indeterminate time later.

In conclusion, we hope that these issues may be addressed and solutions incorporated into the Coastal Commission's approval of the County Park. The result would be a wonderful public amenity in a magnificent setting, maximizing views and access for everyone.

Sincerely,



Joyce Summer, Chair

CC: Diana Lilly, San Diego Coastal Program Analyst  
Lee McEachern, San Diego District Regulatory Supervisor  
Sherilyn Sarb, San Diego District Manager



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JUN 13 2003

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

233 A Street, Suite 200  
San Diego, CA 92101  
Ph: (619) 232-0109  
Fax: (619) 232-4542

June 4, 2003

Mike Reilly, Chair  
and Members of the California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219

**Subject:** San Diego County Administration Center Waterfront Park  
Coastal Development Permit

Dear Chairman Reilly:

The Council of Design Professionals applauds the efforts of the County of San Diego in implementing the North Embarcadero Alliance Visionary Plan with a waterfront park. We strongly believe that the Visionary Plan will create an important and long-term amenity to the San Diego waterfront.

There are two specific aspects of the proposal that are of concern to the Design Council:

- the reduced width of the waterfront esplanade; and
- the substantial loss of public parking.

Since the Coastal Commission certified the North Embarcadero Visionary Plan two years ago, several developments and departures from the Plan have occurred.

While we support the park concept, we are concerned with the County's proposal to build the park 36 feet closer to the water's edge than described in the Visionary Plan. This has the effect of significantly narrowing the waterfront esplanade to less than the minimum 100 foot width established in the Visionary Plan.

The waterfront esplanade must be protected at its agreed-upon 100-foot minimum width to ensure that enough space is provided to accommodate the public, park, and visitor commercial use adjacent to the waterfront. Narrowing it would mean pedestrians would have to cross Harbor Drive to get to the "other" park planned in front of the County Administration Building. We feel that the County's proposal, if implemented, would diminish one of the strongest design components of the North Embarcadero Visionary Plan.

In addition, the elimination of approximately 850 on-site public parking spaces, the permanent loss of public on-street parking along Harbor Drive, and the relocation of transit bus stops onto Pacific Highway are very significant public policy issues. The lots and metered spaces on Harbor Drive currently provide substantial public parking which serves visitors to the North Embarcadero area. Losing it, or even relocating it at some distance, has the literal effect of making the waterfront less accessible to residents and visitors alike.

The Council of Design Professionals is a diverse group of architects, planners, landscape architects, designers and artists representing the range of professional planning and design organizations and agencies throughout San Diego County. The Council would like to build upon, advocate for, and assist the implementation of the North Embarcadero Alliance Visionary Plan. We believe we have the expertise and experience to make a valuable contribution to the design development of this project, and would welcome the opportunity to work with the County to identify a design that is more consistent with the North Embarcadero Visionary Plan.

We appreciate the opportunity to comment on the proposed Coastal Development Permit for the San Diego County Administration Center Waterfront Park project. We also hope you share our concerns regarding the very significant impacts associated both with the reduced waterfront esplanade and the elimination of public parking near the waterfront.

Sincerely,

SAN DIEGO COUNCIL OF DESIGN PROFESSIONALS



Nick DeLorenzo  
Co-Chairman



Howard Blackson  
Co-Chairman

cc: Ms. Sherilyn Sarb, District Manager, CCC San Diego District

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



June 5, 2003

ADM 121 (PC 30100)

Ms. Diana Lilly  
California Coastal Commission  
7575 Metropolitan Drive, Suite 103  
San Diego, CA 92108-4402

Dear Ms. Lilly:

Subject: SAN DIEGO COUNTY ADMINISTRATION CENTER WATERFRONT PARK MASTER PLAN

We have transmitted a prior letter related to this Master Plan project, dated May 19, 2003. In that letter, we expressed our needs for bus transit stop facilities to be part of the Plan.

I am satisfied that MTDB and the County of San Diego are cooperatively working together to resolve our transit space requirements.

Therefore, I do not believe there is a need for the Coastal Commission to consider a condition to the Master Plan action as we earlier requested for purposes of bus transit facilities.

Sincerely,







Thomas F. Larwin  
General Manager

SSStroh  
L-LILLY.TLARWI

Member Agencies:

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

Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and the  Taxicab Administration  
Subsidiary Corporations:  San Diego Transit Corporation,  San Diego Trolley, Inc., and  San Diego & Arizona Eastern Railway Company

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Sullivan Wertz McDade & Wallace  
A PROFESSIONAL CORPORATION

LAWYERS

SANDRA J. BROWER  
JENNY K. CHENOWETH  
DANIEL J. CURRAN  
RICHARD T. FORSYTH  
LYNNE L. HEIDEL  
GEORGE BURKE HINMAN  
JOSEPH C. LAVELLE  
J. MICHAEL MCDADE  
KATHLEEN J. MCKEE  
JOHN S. MOOT  
ROBIN M. MUNRO  
JAMES R. PACKER  
ELAINE A. ROGERS  
BARRY J. SCHULTZ  
LEO SULLIVAN  
ROBERT A. VACCHI  
BRUCE R. WALLACE  
JOHN ROSS WERTZ  
PAMELA LAWTON WILSON

945 FOURTH AVENUE  
SAN DIEGO, CALIFORNIA 92101

TELEPHONE (619) 233-1888  
FACSIMILE (619) 696-9476

lheidel@swmw.com

June 6, 2003

OF COUNSEL  
REBECCA MICHAEL  
EVAN S. RAVICH

JANE A. WHITWORTH  
ADMINISTRATOR

**VIA MESSENGER**

Chairman Mike Reilly and Members of the Commission  
California Coastal Commission  
c/o The San Diego Office  
7575 Metropolitan Drive, Suite 103, San Diego, California 92108-4421

Re: San Diego County Administration Center Waterfront Park Development  
Application No.: 6-03-7

Dear Chairman Reilly and Members of the Commission:

We represent the Centre City Development Corporation (CCDC) with respect to the referenced application. As a member of the North Embarcadero Alliance, CCDC has been working collaboratively with the Port of San Diego, the City of San Diego, the United States Navy, and, until recently, the County of San Diego to create and implement a Visionary Plan for redevelopment of the North Embarcadero. In fact, the North Embarcadero Visionary Plan was approved by all members of the Alliance including the County.

CCDC supports the concept of a Waterfront Park at the County Administration Center. The park use is consistent with the Visionary Plan. However, CCDC opposes the project as proposed because as designed it is not consistent with the Visionary Plan or the EIR and MMRP for the North Embarcadero Visionary Plan. These inconsistencies relate to parking and view corridors. As a result, the Park project is inconsistent with Chapter 3 Policies as set forth in Sections 30252 (Parking and Public Access) and 30251 (Visual Resources). Attached behind **Tab 1** is a detailed analysis of the findings set forth in the staff report and recommendations. This analysis concludes that the findings to approve the project cannot be made.

Because of the importance of this project, and the fact that there are questions about the project description relative to parking, we request that the hearing be continued to the next San

THIS WRITTEN MATERIAL IS SUBMITTED TO THE CALIFORNIA COASTAL COMMISSION IN ACCORDANCE WITH THE NEW EXPART COMMUNICATION REQUIREMENTS OF PUBLIC RESOURCES CODE SECTIONS 30319-30324. THIS MATERIAL IS A MATTER OF PUBLIC RECORD AND HAS BEEN SUBMITTED TO ALL COAST COMMISSIONERS, THEIR ALTERNATES, AND THE CLERK.

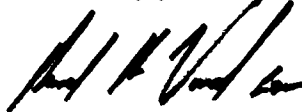
Chairman Mike Reilly and Members of the Commission  
June 6, 2003  
Page 2

Diego meeting in October, 2003. At that time a discussion of the project and its importance to the overall integrity of the Visionary Plan could be discussed publically where a greater number of affected and interested parties could participate in the process.

In the alternative if the Commission cannot continue this matter, we request that the Special Conditions be modified as set forth in the attachment behind **Tab 2**.

We will have a representative at the hearing to elaborate on CCDC's position. Thank you for your consideration.

Very truly yours,

A handwritten signature in black ink, appearing to read "Lynne L. Heidel".

Lynne L. Heidel  
of

SULLIVAN WERTZ McDADE & WALLACE  
A Professional Corporation

Enclosure

## ANALYSIS OF PROJECT DESCRIPTION AND FINDINGS

Prepared by CCDC Staff

1. We do not concur with the staff's prepared Findings that the proposed project will provide adequate employee, patron and park visitor parking. Accordingly, we do not believe that the project is consistent with Chapter 3 Policies relative to parking and public access. The project description contains a number of errors, which if not corrected, would affect the Commission's ability to make the necessary Findings.

- a. "Detailed Project Description"

The Staff Report states at the bottom of page 4: "As currently proposed by the County, the 650-stall requirement could be met entirely on the Cedar/Kettner site or in combination with other locations deemed suitable by the developer. Finally, an additional 66 employee parking spaces would be provided at the existing Trolley Towers parking garage, several miles away...."

There is currently no proposed project application under consideration for the Cedar/Kettner site. The County Waterfront Park Final Environmental Impact Report (FEIR) states that the proposed development at the Cedar/Kettner site will include office, but since that time County staff have indicated verbally that the proposed development will be residential. Regardless, because there is no specific project on file, it is mere speculation that the project would be able to provide 650 spaces for CAC employees in addition to those required for the office or residential project to be developed on the site.

Locations outside the coastal zone, or within more than 500 feet of the park project should not be considered to satisfy the required parking demand. Without defining a proposed location, the project could have a deleterious effect on public access to the waterfront.

The 66 employee spaces in the Trolley Towers are not useful to the public trying to gain access to the waterfront. Additionally, the County already has the ability to use up to 247 spaces at Trolley Towers. Therefore these are not new spaces. If it became too costly to construct underground parking, the County could, in combination with the constructed Cedar/Kettner project, satisfy the majority of the employee demand by maximizing its use of the Trolley Towers and never construct the underground parking at the park site. As a result of this situation and the high cost of providing underground parking, there is a risk that the public will have gone from having hundreds of parking spaces within a block of the waterfront to zero.

In their letter of May 9, 2003, the County stated that the project is "strictly within the County ownership boundary. However, the Park site plan does accommodate future widening of Pacific Highway, which has not been approved by the Board of



Supervisors. We feel that the Commission's review of the project should benefit from this coordinated right of way planning as a good faith effort by the County."

The widening of Pacific Highway was part of the approved Visionary Plan (see page 138) that the County and the Alliance agencies endorsed in 1998. The expansion of Pacific Highway supports traffic necessary to allow the reduction of Harbor Drive, as well as the necessary public parking to support uses in that area. In fact, the traffic studies for both the North Embarcadero EIR and the Waterfront Park EIR rely on the full width of Pacific Highway. When the Board of Supervisors certified the EIR for the Waterfront Park project, two of the Supervisors stated that they would accommodate the future widening of Pacific Highway, but only if associated with their desired encroachment into Harbor Drive. This encroachment would reduce the number of on-street parking spaces currently available to the public. The on-street parking spaces the County purports to create would not compensate for those lost on Harbor Drive. Further, if the property were not dedicated, the traffic and parking assumptions made in both EIR documents would be compromised. We think the Commission should take note of this somewhat hidden agenda when considering the Park project.

b. "Findings and Declarations."

1) The findings state in the middle of page 6: "Before or after working hours and on weekends, the entire 314 spaces would be available to the public."

There are 250 spaces proposed on site. When and whether the tandem spaces (required to achieve the 314 number of spaces) were available for public use would require parking management by a parking operator. If parking were not managed, there would be far less than 314 spaces. Furthermore, it is not likely that the spaces reserved for VIP's and elected officials would be available to the general public. Therefore, in reality, there would only be 230 spaces open to the general public.

2) The findings on page 6 also state: "An additional 67 on-street spaces adjacent to the subject site would also be created."

First, it is our understanding based on information from County staff that the proposed changes to on-street spaces would only be created by the project if parking were prohibited on Harbor Drive. Second, the North Embarcadero Alliance has assumed that the on-street spaces have been configured and provided according to the on-street public parking requirements in the North Embarcadero FEIR. On-street public parking should not be manipulated as part of the Waterfront Park project because demand for public parking overall was not studied in the Waterfront Park EIR. The North Embarcadero EIR studied public, on-street parking demand and prescribed requirements to satisfy that demand. Projects in the vicinity must not interfere with the Alliance's ability to implement those spaces for the benefit of the public.

Additionally, parking is not actually "added" by the proposed Waterfront Park project for two reasons: one, if the proposed spaces were "created," it would only be to remedy part of a deficiency caused by removing parking on Harbor Drive; and two, the certified North Embarcadero EIR considers all on-street spaces to be part of the public supply of parking for the Esplanade and proposed North Embarcadero Visionary Plan uses. If the coastal development permit for the County Waterfront Park allows the County to use on street spaces as part of its project, the fundamental premise of projects "parking themselves" and not using public supply will be invalid, in violation of the premises of the North Embarcadero Visionary Plan and the North Embarcadero EIR, and effectively counting the on-street spaces twice.

3) The findings on page 6 also state: "Employees would be provided with a free trolley pass to the CAC."

The County of San Diego does not currently have a policy of providing transit passes to employees at no cost. A number of issues would need to be resolved in order to implement such a policy. For example, which employees would receive the passes? Who would make the determination? Could the County provide passes at no cost to these presumably 66 employees, given existing County transit reimbursement policies?

4) The findings on page 6 also state: "...after hours there would be 381 public parking spaces available (314 plus the 67 on-street spaces) which is a substantial decrease compared to the 504 spaces currently available."

As stated above, there would be a minimum 230 and a maximum of 314 spaces. If no parking were allowed on Harbor Drive as the project proposes, there would be an additional approximately 100 deleted from the North Embarcadero Visionary Plan assumed on-street supply.

5) At the bottom of page 7, the Findings state: "The County currently provides public transportation reimbursement."

The County actually provides reimbursement for only a portion of the cost of public transportation. As of 1999, the reimbursement value was \$30. Standard transit passes range from \$54 to well over \$100. Parking is free.

6) On the same page the Findings state: "the project estimates that 30% of employees at the CAC already do not drive to work, but carpool, take transit or bicycle to work." The genesis of this number is not entirely clear. However, given that parking at CAC is currently free to employees, and approximately 50% or less of a transit pass is paid, the estimate that 30% of employees use of other means to commute to work seems high. The traffic study that cited this figure relied on "observation of employees parking" to determine this figure. This

seems to be a very imprecise way to determine the number of employees taking transit or biking to work.

2. We do not concur that the Findings relative to Visual Resources can be made. Therefore the project is not consistent with Chapter 3 Policies relative to visual resources.
  - a) At the bottom of page 10 the Findings state: "Because of project site constraints, the park designers have proposed a small parking garage access structure that extends two feet into the Beech Street view corridor." The site constraints that require a structure to intrude into the view corridor are not stated, nor are they evident.
3. On page 12 the Finding of consistency with the California Environmental Quality Act (CEQA) is made. This finding cannot be made because to date the County has not adopted a Mitigation Monitoring Reporting Program or approved a Statement of Overriding Considerations.

## REQUESTED MODIFICATIONS TO SPECIAL CONDITIONS

1. We request that Special Condition 1, Parking Transportation Demand Management Program be modified as follows:

[No change to a-c]

- (d) The project shall include a minimum of 300 on site, underground parking spaces.
- (e) No changes to on-street parking or the location of transit stops shall be made as a result of this project.
- (f) No more than 66 spaces at Trolley Towers shall be allowed to satisfy employee or public parking demand associated with this project.
- (g) The 650 space off-site parking structure shall be located within 500 feet of the project site and shall be available for use prior to removal of existing parking spaces on the County Administration site.

2. We request Special Condition 2, Revised Final Plans be modified as follows:

**PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit for review and written approval of the Executive Director final plans for the proposed development that substantially conform with the plans by Hargreaves Associates, 2003, but shall be revised to indicate that no structures are to be constructed within the 80-foot view corridor following the street right of way and that the trees alongside the proposed walkway at the extensions of Beech and Date Street be spaced such that a 50-foot canopy view corridor is provided to maximize unobstructed public views of San Diego Bay down Beech and Date Streets.

The plans shall also be revised to show that the limits of the project do not encroach beyond the County's property line and that there are no changes to Harbor Drive or the parking on Harbor Drive.

3. We request that Special Condition 3, Final Landscape Plans/Runoff be modified to add the following provisions:

- (e) Trees shall be pruned to maintain the minimum canopy clearance set forth in this permit.
- (f) The landscape plan shall include provisions for and detail work necessary to keep landscape well-maintained, including additional maintenance required following special events on the park property where staging for parades and gatherings has taken place.

3. A new Special Condition shall be added to read, in its entirety, as follows:

The County shall dedicate property along Pacific Highway to accommodate the right of way as shown on both the North Embarcadero Visionary Plan and on the project plans.

Center City  
Development  
Corporation

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June 6, 2003

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Lee McEachern  
San Diego Regulatory Supervisor  
California Coastal Commission  
7575 Metropolitan Drive  
San Diego, CA 92103

Dear Mr. McEachern:

This letter is in response to your inquiry regarding the enforcement of view corridors along Beech and Date streets. As you are aware, the Centre City Community Plan and the Centre City Planned District Ordinance (PDO) together comprise the Local Coastal Program. The Centre City Community Plan establishes view corridors to ensure continued public views of the bay along public rights-of-way.

Generally speaking, all east/west streets are within 80-foot wide right-of-way corridors within which no structures are allowed, only street lights and trees. The trees are typically planted directly behind the street curb within the 14-foot wide sidewalk areas, resulting in a net clear minimum dimension of 57 feet from tree trunk to tree trunk. The required street tree on Beech and Date streets is Jacaranda.

View corridors have also been imposed across private property when former streets have been vacated. Examples of this are within the Date and Fir former street rights-of-way located on the east side of Pacific Highway (through the Marriott Residence Inn hotel site), and within the former A, B, and C rights-of-way along the east side of Pacific Highway. In all these cases, buildings were prohibited within the alignment of the former street rights-of-way.

The Centre City PDO also establishes view corridor building setbacks and stepbacks on private property, generally west of Kettner Boulevard, to further enhance these views. On Beech and Date streets, buildings must step back at least 15 feet above the 30 foot elevation in order to provide additional upland views to the bay.

Please feel free to call me at (619) 533-7115 should you have any additional questions.

Sincerely,

*Brad Richter*

BRAD RICHTER  
PRINCIPAL PLANNER

cc: Alexandra Elias



**Centre City  
Development  
Corporation**

June 6, 2003

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Lee McEachern  
San Diego Regulatory Supervisor  
California Coastal Commission  
7575 Metropolitan Drive  
San Diego, CA 92108

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CALIFORNIA COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear Mr. McEachern:

Attached please find two documents in preparation for the upcoming California Coastal Commission hearing on the County Waterfront Park. The two documents are:

- a.) A letter from our principal planner explaining the requirements by which we enforce view corridors on Beech and Date streets. This is to give you an idea the width of view corridors in upland areas, but it also shows the minimum requirements for view corridors extending through the Waterfront Park. With a structure protruding into the view corridor and with trees spaced at 52 feet, the proposed project would not meet view corridor requirements and should not be approved as proposed. If a compromise is reached with the County regarding view corridors, the LCP requirements for the upland areas are the minimum standard that should be enforced.
- b.) A document that attempts to show, by reference, the actual and potential points of conflict between the North Embarcadero Alliance Visionary Plan, the North Embarcadero Master Environmental Impact Report (MEIR) and the County Waterfront Park as proposed. The top two sheets list the issues, and the attachments are photocopied excerpts from the Visionary Plan and the North Embarcadero MEIR (or the traffic/parking study in the appendix).

Please call me at (619) 533.7117 if you have any additional questions or if I can be of further assistance. Thank you in advance for your consideration.

Sincerely,

ALEXANDRA ELIAS  
SENIOR PLANNER

Attachments

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Corporation**

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June 6, 2003

Lee McEachern  
San Diego Regulatory Supervisor  
California Coastal Commission  
7575 Metropolitan Drive  
San Diego, CA 92108

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View corridors have also been imposed across private property when former streets have been vacated. Examples of this are within the Date and Fir former street rights-of-way located on the east side of Pacific Highway (through the Marriott Residence Inn hotel site), and within the former A, B, and C rights-of-way along the east side of Pacific Highway. In all these cases, buildings were prohibited within the alignment of the former street rights-of-way.

The Centre City PDO also establishes view corridor building setbacks and stepbacks on private property, generally west of Kettner Boulevard, to further enhance these views. On Beech and Date streets, buildings must step back at least 15 feet above the 30 foot elevation in order to provide additional upland views to the bay.

Please feel free to call me at (619) 533-7115 should you have any additional questions.

Sincerely,



**BRAD RICHTER  
PRINCIPAL PLANNER**

cc: Alexandra Elias

## **Points of Conflict between the North Embarcadero Visionary Plan and the County Waterfront Park**

(Numbers correspond to notations in margins on attached pages from approved North Embarcadero Visionary Plan and certified North Embarcadero MEIR and traffic/parking study appendix.)

1. County Administration Center was a project cited as not relying on public parking (i.e. project would provide sufficient parking to satisfy demand. Project originally proposed would have provided spaces for 1890 cars, which would have been available on nights and weekends. (See attached Visionary Plan p. 112, 113, 117, 120; North Embarcadero MEIR appendix p. 2)
2. The North Embarcadero Bayfront Esplanade relies primarily on on-street, public parking to ensure the public's access to it. Therefore, it is not appropriate for the County to make any on-street changes to parking or bus stop locations that could jeopardize the Alliance's ability to ensure adequate public, on-street parking per the requirements of the North Embarcadero EIR, or to rely on public parking for the Waterfront Park project. (See North Embarcadero MEIR appendix p. 5)
3. In the North Embarcadero MEIR, the County Administration Center parking lots were assumed to be part of the public parking supply. Of the total off-street parking supply in the mile long North Embarcadero area, the County lots comprised about 46%. According to the parking studies in both environmental documents (both completed by Linscott Law & Greenspan) the maximum demand for public parking ranges from use of 270 spaces on the County site on a Saturday night (See page RC-9 of the Waterfront Park FEIR) to 370 on-street, public spaces (See Table 4.2-2 of North Embarcadero MEIR) for on-street public parking in Area 2. Because of the high demand in the area and the potential for demand overflow from the County site onto public, on-street parking, it is critical that the County project satisfy its demand, as well as the required additional 50 space North Embarcadero mitigation requirement, on the Waterfront Park site. (See North Embarcadero MEIR p. 7, p. 4.2-8)
4. Parallel parking is assumed to be available on both sides of Pacific Highway. The County should not make changes to parking or transit stops on any adjacent street (especially Pacific Highway) nor should the County count parking on any adjacent street toward the Waterfront Park project. (See North Embarcadero MEIR appendix p. 8)
5. The North Embarcadero EIR analyzed all public on-street parking and identified the amount necessary to satisfy public demand. The ability to achieve the necessary supply is based on the premise of maximizing available on-street parking. Indeed, as we have begun designing North Embarcadero improvements, it is likely that we will need to implement diagonal parking on both

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sides of Harbor Drive and the "East/West" streets to achieve the numbers in the MEIR. In "Area 2" (Hawthorn to Ash) maximum demand was estimated to be on-street, public spaces for evenings/weekends. The County Waterfront Park EIR only considers parking adequate to satisfy demand for employees and visitors to the site. According to the work done for the North Embarcadero, there needs to be a provision made for at least 329 on-street public parking spaces in Area 2. (See Visionary Plan p. 119, North Embarcadero MEIR p. 4.2-5, Visionary Plan p. 108, 109, and North Embarcadero MEIR appendix p. 16)

6. The County Administration Center North lot (up to approximately 617 spaces) was assumed to be available. (See North Embarcadero MEIR appendix p. 19)
7. The deficit in the vicinity of the County Administration Center (Zone 2) was mitigated by a requirement to provide 50 spaces in addition to the parking for the development. (See North Embarcadero MEIR appendix p. 21, 22)
8. In order to implement the improvements necessary to support traffic and parking assumptions, and to beautify the public rights of way with well-designed and enhanced streetscape improvements, it is necessary to achieve a 130 width of Pacific Highway. To achieve that width, dedications of land were required by the Visionary Plan and agreed to by participating agencies. (See Visionary Plan p. 106, 107, 120, 138)

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## PARKING STRATEGY

The Visionary Plan establishes a parking strategy that serves both public access and private development. The Plan's approach reflects a fundamental concept: public and private parking demand can be satisfied through a combination of on-street parking and publicly-accessible, project-related parking facilities required for every project.

### Parking Approach

The Visionary Plan establishes a series of fundamental principles regarding parking in the North Embarcadero, ensuring a parking supply that accommodates both the general public and development.

1. All streets shall have on-street parking, including diagonal parking on North Harbor Drive and, as appropriate, east-west streets.
2. Every project shall provide for its own parking needs, with a few exceptions (discussed under Parking Supply below).
3. Every project shall use commonly accepted standards for parking demand (discussed under Parking Requirements below).
4. All parking facilities over 100 spaces, except for those serving residential uses, should be made available for public parking, if economically feasible.
5. Selected projects shall replace existing on-site parking.

This parking is related to existing commitments to Port tenants and County employees. It is in addition to the parking required to serve the development program. The selected sites are the Solar lot (bounded by North

Harbor Drive, Hawthorn Street, Pacific Highway, and Grape Street), the north and south lots on either side of the County Administration Building, and a portion of the Lane Field lot.



6. *The availability of transit connections, pedestrian linkages, and the locations of less costly parking shall be made evident to the visiting public.*

An objective of the Visionary Plan is to have sufficient parking for each project within the North Embarcadero available and contained on each site. Each project would construct parking in whatever manner necessary to accommodate their demand, and this parking would be available for shared public use, especially during off-hours, if economically feasible.

While a project would typically provide for its parking on-site, two or more projects may cooperate to satisfy their combined parking needs together on- or off-site, assuming that assurances are provided that such facilities will continue to exist to meet project needs.

For a variety of reasons, some projects may not be able to provide for all or any of their own parking, particularly those west of North Harbor Drive. In all cases, these projects would rely on on-street parking and shared-use of off-street parking facilities. Such projects include:

- Maritime Museum
- Performing Arts Facility (if developed) at the south lot of the County Administration Building

The peak demand for parking for these projects generally occurs when parking spaces at commercial development are most available (i.e. evenings and weekends).

*On-Street Parking - Long-Term (Projected)*

North Harbor Drive	420 spaces
Pacific Highway	380 spaces
East-West Streets	440 spaces
TOTAL	1,240 spaces

*On-Street Parking - Net Gain (Long-Term)*      330 spaces

To help ensure an available supply of public parking, the Visionary Plan recommends the metering all on-street parking spaces. While parking management is beyond the scope of the Plan, it makes little sense to have blocks of non-metered spaces anywhere within the core downtown or the North Embarcadero.

***Parking at Development Sites***

As described earlier, all major parking facilities in the project area should be open to the public, if economically feasible, and provide parking using prescribed parking standards.

The parking ratios recommended for the Visionary Plan are consistent with a downtown situation rather than a suburban setting. During peak hours (typically mid-day weekdays), the portion of parking facilities serving project-related parking could approach capacity. However, parking sufficient for all needs (public and private) would be available other times, particularly evenings and weekends, when public parking is most in demand.

The Plan acknowledges that two major projects with existing entitlements, Navy Broadway Complex and the Catellus projects, do not meet the Plan's parking standards. The Plan encourages these projects to supply parking consistent with the recommended standards.

The Plan recognizes that, at some point, construction of private or public improvements may temporarily displace available parking. The Plan recommends that the phasing of projects be carefully monitored to minimize disruption, if possible, to the available parking supply in the North Embarcadero.

***Existing On-Site Parking Replaced***

Described earlier, the Plan calls for replacing existing parking on selected sites when redevelopment of those sites occur. The parking is related to existing commitments to Port tenants and County

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employees. It is in addition to the parking required to satisfy new on-site development, and it is part of the supply of parking available to the general public. The sites includes the Solar Lot (272 spaces), the north lot (400 to 600 spaces) and the south lot (500 spaces) at the County Administration Building, and a portion of Lane Field (150 to 350 spaces). The replacement parking should be conveniently located at or near the existing parking locations.

### **Affordable Public Parking**

With an ample supply of parking both short-term and long-term from on-street parking, parking lots, and parking structures associated with development, the Plan anticipates that competition will keep public parking rates down. The Plan suggests that public parking rates in the North Embarcadero be monitored over time to help ensure that public parking remain affordable. The Plan does not, however, suggest that parking rates at private parking facilities be regulated or fixed.

### **TRAFFIC FLOW**

The Visionary Plan anticipates that the proposed roadway system in the North Embarcadero can adequately carry traffic associated with the envisioned bayfront attractions, potential levels of development, and anticipated through traffic.

### **Roadway System**

\* The Visionary Plan places major vehicular through traffic on the six-lane Pacific Highway, a roadway today that has underutilized roadway capacity. This allows North Harbor Drive to carry less traffic and to operate with a smaller (three-lane) street section, turning North Harbor Drive (south of Grape Street) from a heavily traveled roadway with a predominance of cars into a pedestrian-oriented bayfront precinct. The introduction of east-west streets creates additional intersections, allowing for more dispersed travel patterns and less congestion at the bayfront.

The Plan recognizes that an enlarged cruise ship operation at 'B' Street Pier could put additional traffic demands on North Harbor Drive, thereby affecting the final cross section of the road (such

**NORTH EMBARCADERO ALLIANCE VISIONARY PLAN  
PARKING ANALYSIS AND PARKING MANAGEMENT PLAN  
November 2, 1999**

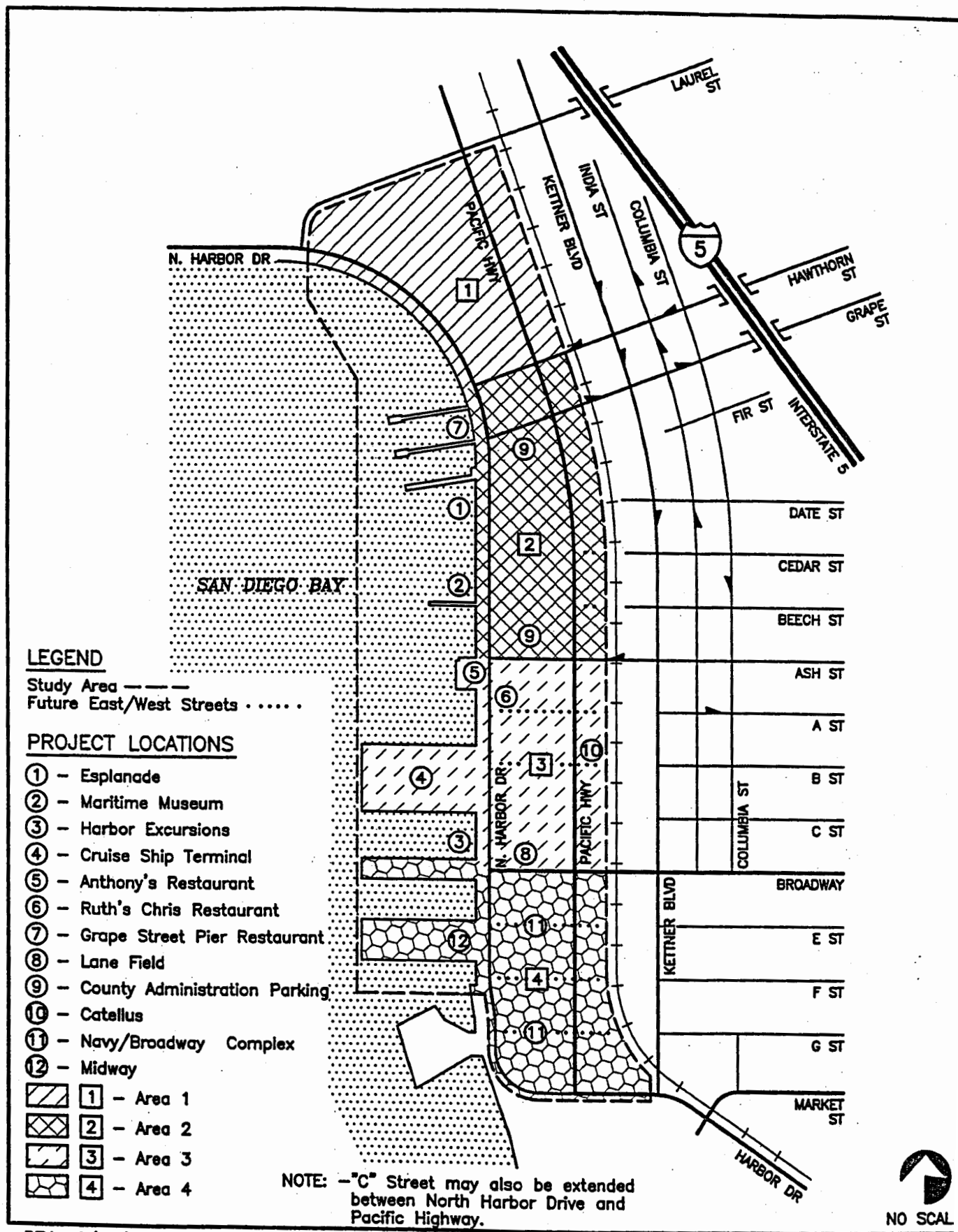
**1.0 INTRODUCTION**

The parking analysis presented in this document assesses the adequacy of parking proposed in the North Embarcadero Alliance Visionary Plan (Visionary Plan) and describes actions to ensure that sufficient parking is available in the future. The contents of this document include:

- Problem statement, study area, project description;
- Existing parking conditions;
- Future parking supply;
- Future parking demand;
- Anticipated future parking deficit;
- Subsequent project parking assessment;
- Potential parking mitigation measures,
- Recommended Parking Management Plan; and
- Conclusion

**1.1 PROBLEM STATEMENT**

It is expected that demand for parking within the North Embarcadero area would likely exceed the proposed on-street parking supply in the future as the area develops, especially during the summer and on days that special events are held in the area. To ensure that adequate access is afforded to the area, it is necessary to accommodate the forecasted parking demand by: (a) reducing the future parking demand, and (b) increasing the future parking supply through providing additional off-street parking supply within the study area, and managing the parking supply to promote higher turnover. Higher turnover consists principally of limiting the duration each spot can be utilized such that one parking space can be utilized several times during the day. This can be accomplished by establishing maximum time limits for which a parking space can be occupied (e.g. one to three hours).



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**LINSCOTT  
LAW &  
GREENSPAN**  
ENGINEERS

**Figure**  
**STUDY AREA AND PROJECT LOCATION**

## 1.2 STUDY AREA

The study area for the parking supply is bounded by Laurel Street to the north, the railroad tracks to the east, North Harbor Drive to the south, and the San Diego Bay to the west as shown on **Figure 1**. The total area was divided into four district areas as shown in Figure 1. The three general east/west dividing streets were chosen to be Hawthorn Street, Ash Street and Broadway. This divides the area into four relatively equal sections with a linear length of about 1,600 feet. This was done to ensure that parking is provided within close proximity to the generator.

## 1.3 PROJECT DESCRIPTION

There are several existing and proposed projects within the North Embarcadero area, which would compete for parking in the future. The projects can be divided into two categories in terms of parking, (1) projects which would provide adequate parking on-site and (2) projects which would not provide adequate on-site parking (in most cases, none at all). Figure 1 also shows the location of each project.

### 1.3.1 Projects With Adequate On-Site Parking

**The projects in this category would provide sufficient parking for the demand they are expected to generate without relying on public parking supplies.**

#### 1) Lane Field

The Lane Field property is located within the Port of San Diego jurisdiction. The site is bounded on the south by Broadway and on the east by Pacific Highway. The western boundary is adjacent to the existing metered parking lot located on the east side of North Harbor Drive. The northern boundary, which includes the adjacent 1220 Pacific Highway property, is adjacent to the existing Holiday Inn.

The development proposed for Lane Field includes a development program made up of hotel and office buildings. For the purposes of this analysis, 400,000 square feet of office use (with 910 parking spaces) and 800 hotel rooms (with 860 parking spaces) was assumed to be developed. Lane Field will provide parking consistent with Port standards.

#### 2) County Administration Parking Lots

The County Administration Center (CAC) is bounded by North Harbor Drive, Pacific Highway, Grape Street, and Ash Street. The parking lots to be developed are located north and south of the existing CAC. The



maximum development potential includes a 250,000 square foot office building (with 50,000 square feet of ancillary retail on the ground floor) on the north lot with parking for about 1,050 cars. A 420-room hotel with parking for 840 cars is proposed for the south lot. These two parking structures would also provide parking for the existing CAC.

3) Catellus Santa Fe Depot

The Catellus Santa Fe Depot project is generally bounded by Ash Street, the railroad tracks, Broadway, and Pacific Highway (with one parcel located east of the railroad tracks and one located south of Broadway). Approximately 1.7 million square feet of office and retail uses (with 3,430 parking spaces) as well as low residential units are proposed to be constructed. The maximum number of spaces which can be provided for the commercial portion of the project as of 12/23/2000 is 1,690 spaces.

4) Navy/Broadway Complex

The Navy/Broadway Complex project is bounded by North Harbor Drive, Broadway, and Pacific Highway. This site is expected to be redeveloped to include approximately 1.65 million square feet of office, 1,125 hotel rooms, and associated retail and cultural uses. Parking will be provided per CCDC requirements.

5) The Midway

The proposed San Diego Aircraft Carrier Museum (SDACM, also known as the Midway) would be located adjacent to, and on the south side of, Navy Pier 11A. The Midway would provide the general public with an opportunity to observe this historical naval vessel. The annual attendance could range from 600,000 to 700,000 annual visitors (KOA, 1997, Figure 6). The museum would be open on both weekdays and weekend days. It is possible that 200 parking spaces on Navy Pier 11A would be available on a weekday and 440 spaces on a weekend day.

The Midway Carrier Museum peak weekday and weekend day demands are estimated to be 229 and 288 parking spaces, respectively, in the 1997 KOA Traffic and Parking Study. LLG validated this study through a thorough review. However, a demand for 50 employee parking spaces during the weekday and 60 parking spaces during the weekend day were added to the patron parking needs, since it appeared that the KOA report did not address employee parking, to reach a total weekday peak hour parking demand of 279 spaces and a weekend day peak hour parking demand of 348 spaces. These spaces should be provided on the pier or

through a written agreement with an off-site parking provided. Copies of the appropriate pages of the KOA study are included in Appendix C.

6) Cruise Ship Terminal

The cruise ship terminal is located west of North Harbor Drive about one block north of Broadway. The preferred option (i.e. Option 3 Super Terminal) would include 2 terminals and 3 berths with Broadway serving as an occasional port-of-call. A 2 level parking deck with 1,200 – 1,500 parking spaces would be provided.

The Cruise Ship Expansion peak weekday and weekend day demands for parking were estimated to be 1,575 spaces on weekdays and 1,750 spaces on weekend days (Bruno-Elias, 1999, p. 19). The hourly demands were assumed to be 100% to account for vehicles parked for multiple days.

1.3.2 Projects Without Adequate On-Site Parking

2 These projects are assumed to not have adequate on-site parking and would instead rely on general public parking.

1) Esplanade

\* The Esplanade is a continuous public open space that follows the crescent-shaped bayfront along its western edge and a consistent backdrop of buildings to the east. The Esplanade consists of a 110 foot-wide zone of open spaces running from Grape Street in the north to F Street in the south. It strings together a series of parks, plazas, and other public attractions (both existing and proposed), that bring together new open spaces and public amenities along the length of the North Embarcadero. The Esplanade connects with an existing promenade both north and south of the area, joining Harbor Island to the north with Seaport Village and the South Embarcadero to the south. No parking is planned off-street, but curbside parking will be present.

2) Maritime Museum

The Maritime Museum is located on the San Diego Bay just north of Ash Street, but may be relocated to the Grape Street Pier. The forecasted number of visitors in the Year 2020 is about 240,000 with a high of about 1,500 visitors per day. It is assumed that there would not be any parking spaces dedicated exclusively to the Maritime Museum.

3) Harbor Excursions

The Harbor Excursion facility provides a ferry service, tours of the Harbor, Public Dinner Cruises, and Charters. A maximum of 1,000 people currently patronize Harbor Excursion on a weekday and 1,600 on a weekend day. Harbor Excursions is located on the San Diego Bay just north of Broadway. It is assumed that there would not be any parking spaces dedicated exclusively to Harbor Excursions.

4) Anthony's Restaurant

Anthony's is a 10,000 square foot restaurant located at the foot of Ash Street, west of North Harbor Drive. It is assumed that there would not be any parking spaces dedicated exclusively to Anthony's Restaurant.

5) Ruth's Chris Restaurant

Ruth's Chris is a 10,000 square foot restaurant located south of Ash Street and east of North Harbor Drive near the Holiday Inn. It is assumed that there would not be any parking spaces dedicated exclusively to Ruth's Chris Steakhouse.

6) Grape Street Pier Restaurant

A 10,000 square foot restaurant is proposed at the foot of Grape Street, west of North Harbor Drive. It is assumed that there would not be any parking spaces dedicated exclusively to the Grape Street Pier Restaurant.

## 2.0 EXISTING PARKING CONDITIONS

The existing supply of parking was determined from field counts and figures contained in the Visionary Plan (Sasaki Associates, 1999, pp. 114-120). There are 853 on-street parking spaces and 4,151 off-street parking lot spaces for a total of 5,004 parking spaces currently in the study area as shown in **Table 1**. However, it should be noted that only approximately 3,239 of these spaces are available to the general public.

The summer parking demand was observed on Tuesday, June 29, 1999 and Saturday, June 26, 1999. **Appendix A** contains the hourly parking demand in the project area and parking accumulation curves for the existing weekday and weekend day conditions. The peak weekday on-street occupancy was found to be 295 spaces or 34.6% of the supply. The peak weekend day on-street occupancy was found to be 334 spaces or 39.2% of the supply. The off-street weekday peak hour demand was determined to be 1,878 spaces or 78.7% of the public supply, while the weekend day peak hour demand

was at 393 spaces or 16.5% of the public supply. The overall existing demand was determined to be 67.1% of the public supply on weekday and 22.5% of the public supply on weekend days as shown in **Table 1**.

**TABLE 1  
EXISTING CONDITIONS PARKING SUPPLY AND DEMAND**

Parking Areas and Limits	Area <sup>8</sup>	Overall Supply <sup>1</sup>	Public Supply <sup>2</sup>	Weekday Demand <sup>3</sup>	Weekend day Demand <sup>4</sup>
<b>On-Street Parking</b>					
North Harbor Drive	1,2,3,4	560	560	134	210
Pacific Highway	1,2,3,4	148	148	41	27
Hawthorn Street	1,2	9	9	9	1
Grape Street	2	22	22	19	2
Cedar Street	2	9	9	9	9
Beach Street	2	11	11	8	3
Ash Street	2,3	11	11	10	11
Broadway	3,4	34	34	26	29
E Street	4	16	16	13	15
F Street	4	15	15	12	12
G Street	4	18	18	14	15
<i>Number Subtotal</i>		853	853	295	334
<i>Percent Subtotal</i>		NA	NA	34.6%	39.2%
<b>Off-Street Parking</b>					
Solar Lot	1	272	0	NA	NA
County Building North Lot	2	617	617	437	136
County Building South Lot	2	483	483	483	27
Holiday Inn Lot	3	429	0 <sup>5</sup>	NA	NA
Lane Field Lot	3	930	930	718	153
Navy Lot	4	700	0	NA	NA
Cruse Ship Pier Lot	3	364	0	NA	NA
Broadway Pier Lot	3,4	43	43	8	17
Driving Range Public Parking	3	82	82	70	9
Broadway/Pacific SE Corner Lot	4	231	231	162	51
<i>Number Subtotal</i>		4151	2386	1878	393
<i>Percent Subtotal</i>		NA	57.5% <sup>6</sup>	78.7% <sup>7</sup>	16.5% <sup>7</sup>
<b>Totals</b>		<b>5004</b>	<b>3239</b>	<b>2173</b>	<b>727</b>
<b>Percentages</b>		<b>NA</b>	<b>64.7%<sup>6</sup></b>	<b>67.1%<sup>7</sup></b>	<b>22.5%<sup>7</sup></b>

Source: LLG Engineers, 1999. <sup>1</sup>Supply determined from field counts and from Visionary Plan. <sup>2</sup>Total number of spaces available to the general public. Majority of the North County Lot is not available to the public on weekdays between 7AM-5PM. <sup>3</sup>Weekday demand counted on Tuesday, June 29, 1999. <sup>4</sup>Weekend day demand counted on Saturday, June 26, 1999. <sup>5</sup>Spaces within the Holiday Inn parking structure are not considered as a public supply as most of these spaces are used by Holiday Inn patrons. <sup>6</sup>Percentage of public spaces to the overall supply. <sup>7</sup>Percentage determined from public supply. <sup>8</sup>The area number is identified on Figure 1. NA: Not Applicable due non-availability of parking to general public. <sup>9</sup> Does not include parking for 1220 Pacific Highway.

Table 4.2-2

## Future Parking Supply and Demand

Parking Supply and Demand	Weekday Peak (Between 8AM-5PM)	Weekday after 5PM or a Weekend Day
<b>Area 1</b>		
On-Street Parking Supply	182	182
Parking Demand	(62)	(62)
<i>Future Surplus within Area 1</i>	120	96
<b>Area 2</b>		
On-Street Parking Supply	329	329
Parking Demand <sup>1</sup>	(334)	(370)
<i>Future Deficit within Area 2</i>	(5)	(41)
<b>Area 3</b>		
On-Street Parking Supply	305	305
Parking Demand <sup>1</sup>	(547)	(834)
<i>Future Deficit within Area 3</i>	(242)	(529)
<b>Area 4</b>		
On-Street Parking Supply	284	284
Parking Demand <sup>1</sup>	(62)	(86)
<i>Future Surplus within Area 4</i>	222	198
<b>Summary</b>		
Total On-Street Supply	1,100	1,100
Total Parking Demand <sup>1</sup>	(1,005)	(1,376)
<b>TOTAL ON-STREET PARKING SURPLUS/DEFICIT</b>	<b>95</b>	<b>(276)</b>

Source: LLG Engineers, 1999.

<sup>1</sup>Includes a 10% transit use reduction and a 2% walk/bike reduction.

### 3.0 FUTURE PARKING CONDITIONS

#### 3.1 FUTURE PARKING SUPPLY

The future parking supply within the study area would consist of on-street parking spaces as the Visionary Plan does not specifically provide for off-street parking.

4 The Visionary Plan indicates that diagonal parking would be provided on the western edge of North Harbor Drive and parallel parking on the eastside. Parallel parking was assumed to be available on both sides of Pacific Highway and on the east/west streets in the study area. It is also assumed that approximately 1 space per 24 linear feet and that only 75% of the street frontage would be available for parking, due to access driveways and intersections. Using these parameters, the Visionary Plan indicates that 1,240 on-street spaces should be available in the future study area (Sasaki Associates, Inc, 1998, p119); however, only 1,100 spaces were assumed to be available for on-street parking for the purpose of this study. This is based on assuming "C" Street between North Harbor Drive and Pacific Highway does not providing parking and assuming that the diagonal and parallel parking would not be provided along North Harbor Drive between Laurel Street and Grape Street. However, the existing off-street parking spaces provided along the west side of North Harbor Drive in the alcove parking areas were included in the final on-street supply of 1,100 spaces.

It is possible that "C" Street will provide on-street parking but a conservative assumption that it will not was utilized.

Since there is no assurance of the availability of off-street public parking in the study area at this time, none was assumed in the initial parking assessment. The provision of public off-street parking is one of the parking mitigation measures.

#### 3.2 FUTURE PARKING DEMAND

The first step in determining the future parking demand for the study area was to identify the land uses which would compete for public parking within the project area and the demand for parking associated with each of these proposed projects. The land uses within the study area include:

- Harbor Excursions
- Maritime Museum
- Esplanade
- Anthony's Restaurant
- Ruth's Chris Restaurant
- Grape Street Pier Restaurant

As noted in Section 1.0, other land uses in the project area (e.g. Holiday Inn, Catellus, Lane Field) are expected to provide adequate on-site parking and not rely on general public on-street parking.

The demand for parking was determined for a typical summer weekday and summer weekend day on an hourly basis between 6:00 AM and 12:00 AM (midnight) to obtain the midday and evening peaks. A parking accumulation by the percentage of the peak hour was used to determine the parking demand by hour for each land use within the study area. This means that for each project the proposed number of parking spaces needed was estimated over the day as a percentage between 0% and 100% (i.e. if a restaurant has its greatest occupancy between 7:00 PM and 9:00 PM, then the hourly basis would be 100% for those times and less than 100% for all other times).

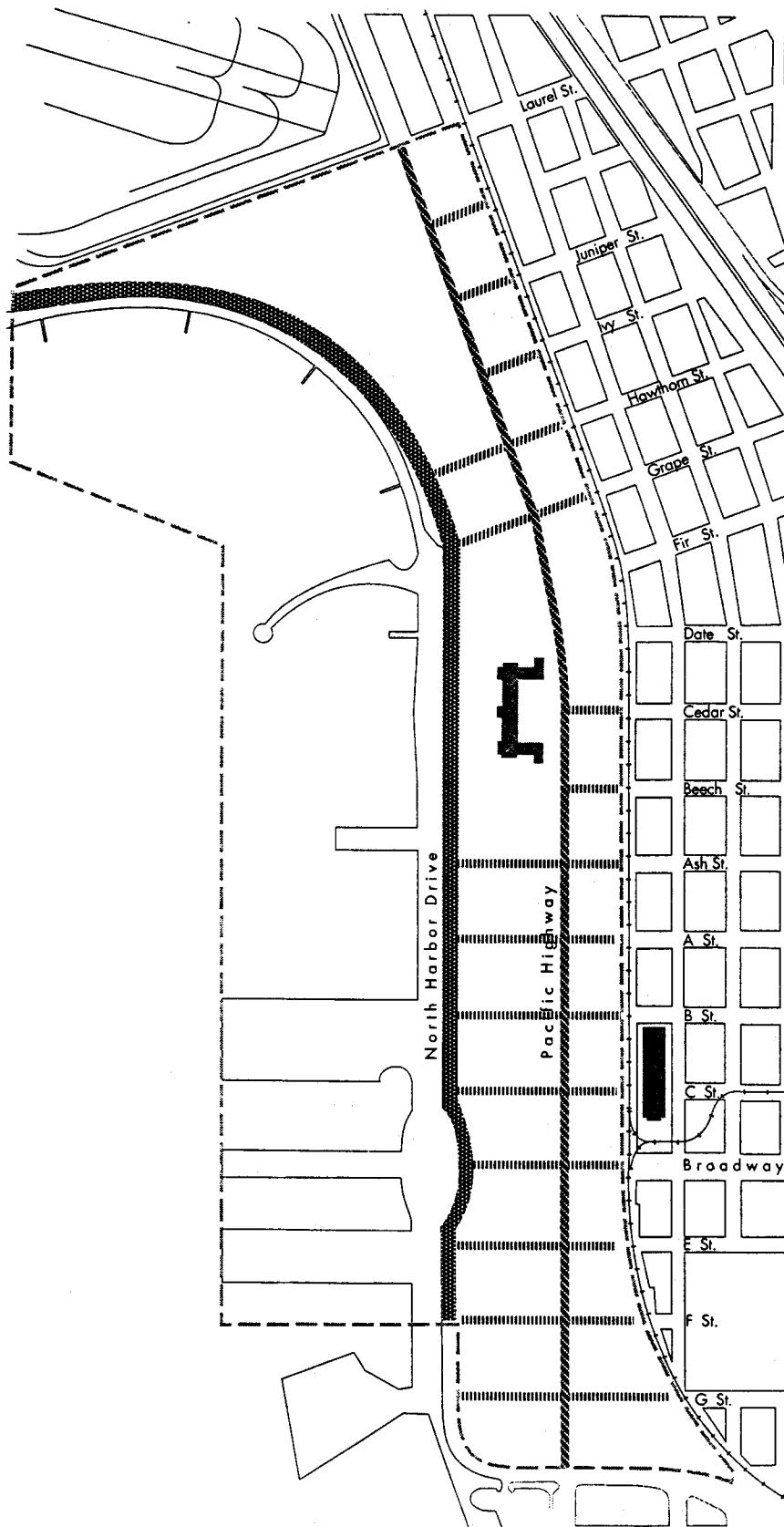
The Harbor Excursion parking accumulation percentages were determined from discussions with Harbor Excursion personnel. The parking accumulation for the Maritime Museum was obtained similarly. For the Esplanade, the parking accumulation was based on parking patterns exhibited at Seaport Village. The restaurant peak parking accumulations percentages were obtained from the "Shared Parking" report by the Urban Land Institute, 1983.

After estimating the peak demand for all proposed land uses in the study area, the total demand for parking during the peak hour was reduced to account for use of transit (instead of driving and parking), and for downtown residents or tourists in nearby hotels that could be expected to walk or bike to or from the study area. A transit reduction of 18.8% (**Appendix B**) was obtained from the City of San Diego based on the daily mode split difference between Centre City and the balance of the region for home-other and non-home trip types as found in the SANDAG Cities/County 2020 forecast; however, in order to be conservative, a transit reduction of only 10% was utilized. A 2% reduction was assumed for the people walking or biking.

Separate parking demands were calculated for the four district areas and they are tabulated in **Tables 2A through 2D**. When aggregated, the overall weekday peak demand between 8AM and 5PM was calculated to be 1,005 spaces while the weekend day demand was calculated to be 1,376 spaces.

### 3.2.1 Peak Parking Demand

The Harbor Excursion peak parking needs and hourly demands were determined based on discussions with Harbor Excursion personnel and by referencing historical data and forecasted future operations ("Harbor Excursion", 1999). The weekday peak parking demand was calculated from a peak demand of 1,000 visitors with a vehicle occupancy rate of 3 people per car thus equaling 333 vehicles. Employee parking needs for 45 spaces were added to the demand for 333 spaces by patrons and rounded up to a weekday peak hour demand of 380 spaces. The weekend day peak hour demand was



	North Harbor Drive 420 spaces
	Pacific Highway 380 spaces
	East-West Streets 440 spaces
<b>TOTAL</b>	<b>1,240 spaces</b>

Note:

Parking count based upon:

A. Parallel parking:  
linear footage of street x  
(1 parking space/24') x  
75% of spaces usable  
for parking.

B. Diagonal parking  
along western edge of  
North Harbor Drive:  
proposed parking layout x  
75% of spaces usable  
for parking.

0 100 500 1000'

Sasaki Associates, Inc. 1998



**Figure 6.5**

On-Street Parking — Long Term



5

## LEGEND

-  North Harbor Drive  
420 spaces
-  Pacific Highway  
380 spaces
-  East-West Street  
440 spaces

**TOTAL** 1,240 spaces

- ① C Street between North Harbor Drive and Pacific Highway may or may not accommodate vehicular circulation.

## NOTE:

Parking count based upon:

A. Parallel parking:  
linear footage of street x  
(1 parking space/24') X  
75% of spaces usable  
for parking.

B. Diagonal parking  
along western edge of  
North Harbor Drive:  
proposed parking layout X  
75% of spaces useable  
for parking.

0 1000 2000  
Scale in Feet



North

SOURCE: Sasaki Associates, December 1998.

North Embarcadero Alliance Visionary Plan MEIR

## Visionary Plan On-Street Parking Long Term

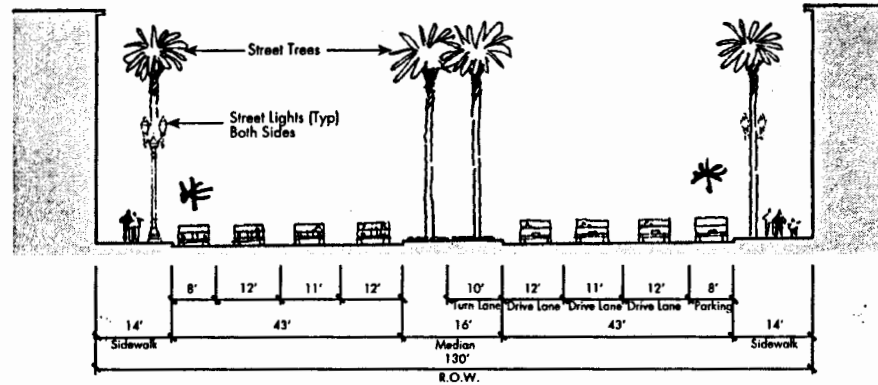


**FIGURE**  
**4.2-2**

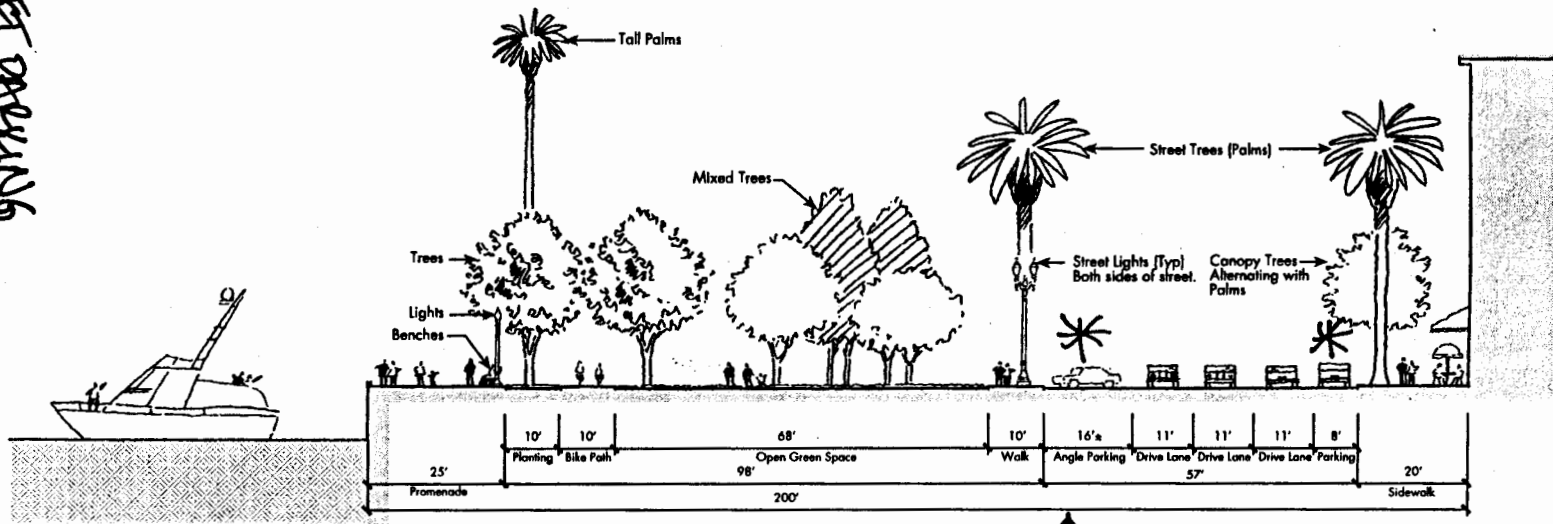
Figure 6.2  
Typical Street Sections

MAXIMIZE  
ON-STREET PARKING

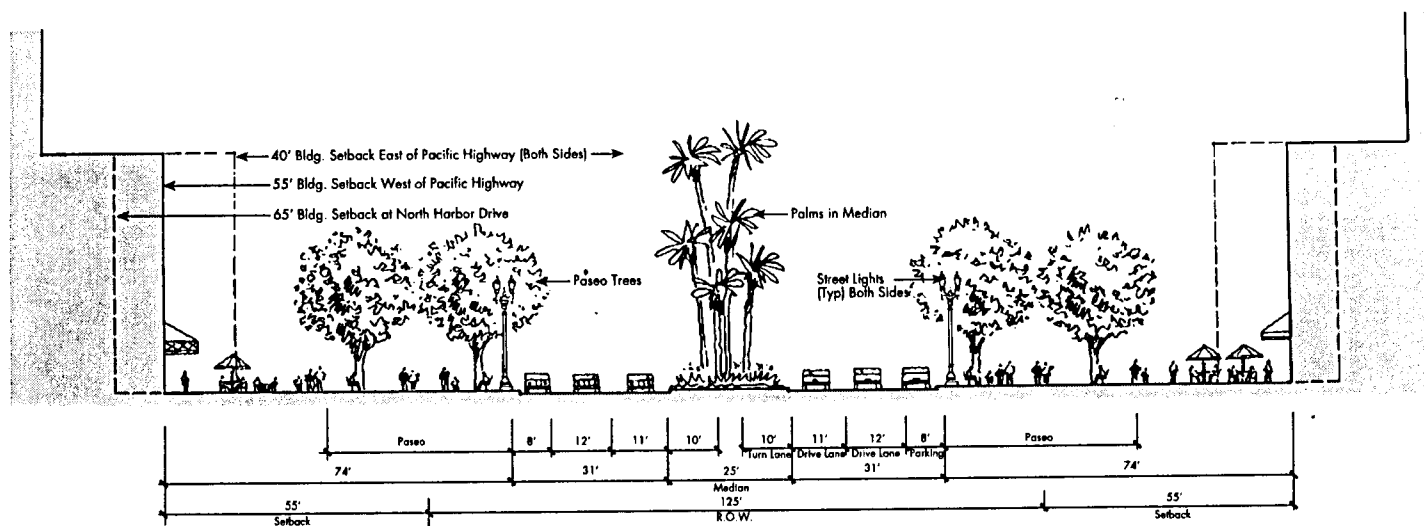
(5)



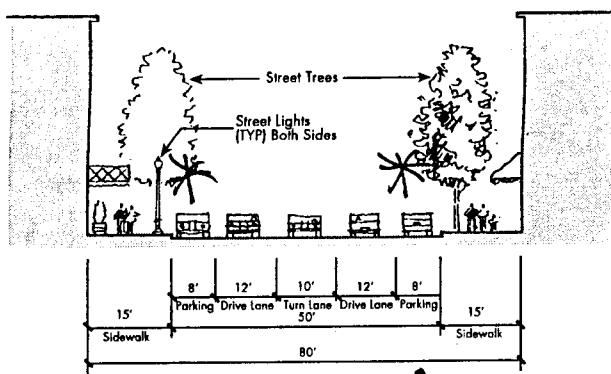
Pacific Highway



North Harbor Drive/Esplanade



Broadway



East/West Streets

**TABLE 3  
FUTURE PARKING SUPPLY AND DEMAND**

Parking Supply and Demand	Weekday Peak (Between 8AM- 5PM)	Weekday after 5PM or a Weekend Day
<b>Area 1</b>		
On-Street Parking Supply	182 <sup>1</sup>	182 <sup>1</sup>
Parking Demand	(62) <sup>2</sup>	(86) <sup>2</sup>
<i>Future Surplus within Area 1</i>	<b>120</b>	<b>96</b>
<b>Area 2</b>		
On-Street Parking Supply	329 <sup>1</sup>	329 <sup>1</sup>
Parking Demand	(334) <sup>2</sup>	(370) <sup>2</sup>
<i>Future Deficit within Area 2</i>	<b>(5)</b>	<b>(41)</b>
<b>Area 3</b>		
On-Street Parking Supply	305 <sup>1</sup>	305 <sup>1</sup>
Parking Demand	(547) <sup>2</sup>	(834) <sup>2</sup>
<i>Future Deficit within Area 3</i>	<b>(242)</b>	<b>(529)</b>
<b>Area 4</b>		
On-Street Parking Supply	284 <sup>1</sup>	284 <sup>1</sup>
Parking Demand	(62) <sup>2</sup>	(86) <sup>2</sup>
<i>Future Surplus within Area 4</i>	<b>222</b>	<b>198</b>
<b>Summary</b>		
Total On-Street Supply	1,100	1,100
Total Parking Demand	(1,005)	(1,376)
<b>TOTAL ON-STREET PARKING SURPLUS/(DEFICIT)</b>	<b>95</b>	<b>(276)</b>

Source: LLG Engineers, 1999. <sup>1</sup>From Section 3.2. <sup>2</sup>From Table 2A-2D.

#### 4.0 SUBSEQUENT PROJECT PARKING ASSESSMENT

All subsequent projects are required to provide their own adequate supply of public parking. The following is a discussion of the parking impacts of an alternative Lane Field land use.

##### LANE FIELD ALTERNATIVE LAND USE

An alternative to the proposed office and hotel uses on Lane Field is to construct a 2,750 seat Opera House, 800 seat Chamber Theater and a Music education Center. According to the "San Diego Opera", parking for about 1,700 vehicles is expected to be

necessary. Assuming this amount of parking is provided on-site, no significant parking impact would be calculated. Additionally, this parking could be used for general North Embarcadero uses during times it is not needed for an opera house event.

If parking is not provided on-site, the opera house would need to be accounted for in the overall Parking Management Plan. If the opera house only required parking after 6pm on weekdays and on weekends, they could utilize parking associated with offices in the nearby area.

## **5.0 POTENTIAL PARKING MANAGEMENT MEASURES**

The parking management plan is developed by following a number of guiding principals specific to the study area including the following:

- Ensure that the parking demand does not exceed 90% of the supply.
- Make the use of off-site parking facilities as attractive as possible for long-term users.
- Discourage long-term parking within the study area.
- Provide convenient transportation between off-site parking area and the North Embarcadero area.
- Provide motorists with clear guidance on the location and pricing of parking facilities.
- Actively manage parking to enable changes based on actual and future conditions.
- Reserve waterfront areas for non-parking use as much as possible.

In general, parking shortages can be alleviated through the implementation of two basic strategies.

- Reduce Parking Demand
- Increase Parking Supply

The first is to reduce demand through influencing changes in the mode of travel and/or increasing vehicle occupancy (carpools/vanpools/transit), length of stay restrictions, price adjustment and the provision of valet service also can reduce demand. The second item is to increase the supply through the construction of new parking structures or surface lots. Potential parking management measures to alleviate the forecasted parking shortage include the following menu of possible actions:

## 5.1 REDUCE PARKING DEMAND

Reducing the parking demand can be achieved through the following:

- 1) Prohibit all (or a large portion of) employee parking within the study area.
- 2) Provide a subsidized transit pass for employees of study area businesses.
- 3) Provide free shuttle service for employees from an off-site parking area.
- 4) Provide preferential employee parking for carpools/vanpools.
- 5) Promote higher turnover within the study area by limiting the time duration for curbside parking spaces to 2 or 3 hours.
- 6) Increase the cost to park on-street from the current \$1/hour. This could discourage long-term parkers, especially employees, from parking on the street.
- 7) Promote ridesharing among employees through financial incentives.
- 8) Provide information to downtown hotel guests regarding the location of the North Embarcadero area and the availability of transit service.
- 9) Plan for shuttle stops at two locations on North Harbor Drive within the study area such as at Ash Street and at Broadway.
- 10) Promote pedi-cab use and provide areas for pick-up and drop-off.
- 11) Provide bicycle racks and lockers throughout the study area.

## 5.2 INCREASE PARKING SUPPLY

Increasing the parking supply includes the construction of new parking structures or surface lots such as:

- 1) Provide additional parking above their requirements for public use within private development structures (i.e. Lane Field, County, Catellus, etc.).
- 2) Provide small surface lots (50 – 150 spaces each) within the areas requiring an additional parking supply.
- 3) Provide a parking structure within the study area such as at 1220 Pacific Highway.

- 4) Provide parking outside of the study area, preferably near transit opportunities.

## 6.0 PARKING MANAGEMENT PLAN

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

It is not recommended that all of the means listed below be implemented initially since the Visionary Plan will be phased over several years. An annual monitoring program tied to actual parking utilization should be implemented such that planning for additional construction begins when certain utilization thresholds are met.

### 6.1 WEEKDAY PARKING MANAGEMENT PLAN

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

- 1) Build a 50 space parking lot or provide 50 dedicated public spaces in the CAC parking lot or a future CAC parking structure. Designate 10 spaces for carpool/vanpool employee use only and the balance should be designated for public use only with longer than 3 hour parking allowed.
- 2) Build a 150 space parking lot or provide 150 dedicated spaces at Lane Field or in a future parking structure on Lane Field. Designate 20 spaces for carpool/vanpool employee use only and the balance should be designated for public use only with longer than 3 hour parking allowed.
- 3) Provide a subsidized transit pass for employees of study area businesses.
- 4) Provide information to downtown hotel guests regarding the location of the North Embarcadero area and the availability of transit usage.
- 5) Plan for shuttle stops at two locations on Harbor Drive within the study area such as at Ash Street and at Broadway.
- 6) Promote pedi-cab use and provide areas for pick-up and drop-off.

- 7) Provide bicycle racks and lockers within the study area.
- 8) Provide trailblazing (i.e. signs showing directions to the North Embarcadero area from downtown and transit locations), directions on local kiosks, and transit/shuttle stops.

## 6.2 WEEKEND DAY PARKING MANAGEMENT PLAN

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

- 1) Build a 50 space parking lot or provide 50 dedicated public spaces in the CAC parking lot or a future CAC parking structure. Designate 10 spaces for carpool/vanpool employee use only and the balance should be designated for public use only with longer than 3 hour parking allowed.
- 2) Build a 150 space parking lot or provide 150 dedicated spaces at Lane Field or in a future parking structure on Lane Field. Designate 20 spaces for carpool/vanpool employee use only and the balance should be designated for public use only with longer than 3 hour parking allowed.
- 3) Make available 300 spaces at Lane Field or in a future parking structure on Lane Field to be used by the public and/or employees of waterfront uses on weekend days.
- 4) Provide a subsidized transit pass for employees of study area businesses.
- 5) Provide information to downtown hotel guests regarding the location of the North Embarcadero area and the availability of transit usage.
- 6) Plan for shuttle stops at two locations on North Harbor Drive within the study area such as at Ash Street and at Broadway.
- 7) Promote pedi-cab use and provide areas for pick-up and drop-off.
- 8) Provide bicycle racks and lockers within the study area.
- 9) Provide trailblazing (i.e. signs showing directions to the North Embarcadero area from downtown and transit locations), directions on local kiosks, and transit/shuttle stops.



The individual weekday and weekend day parking demand and supply mitigation recommendations are shown in **Table 4**. It should be noted that since there is a calculated parking surplus in Area 4 (222 spaces), LLG believed that a portion of this Area 4 surplus (the northern spaces) could be used to mitigate the calculated deficit in Area 3. This is because the parking demand within Area 3 is in the southern portion and part of the available Area 4 supply is in the northern portion of Area 4. Since a portion of the Area 4 surplus is located far south within Area 4, it was not believed that the entire Area 4 surplus could be utilized to mitigate Area 3 deficits. It is therefore recommended that the 242 parking space Area 3 deficit be mitigated by providing 150 additional off-street public spaces and "borrowing" 92 surplus spaces from Area 4, as outlined in **Table 4**.

7 Area 2 shows a calculated five space deficit. LLG did not believe this deficit could be mitigated by borrowing from Area 1 since a large portion of the Area 1 surplus is located in the northern section of Area 1. Furthermore, it is also believed that an off-street weekday public parking area will be needed in Area 2 such that not all parking within the project area is metered, on-street short-term (two – three hours) parking. For these reasons, it is recommended that the Area 2 deficit be mitigated by providing 50 additional off-street public spaces within Area 2, as outlined in **Table 4**.

**TABLE 4  
FUTURE PARKING DEMAND WITH MITIGATION**

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

Source: LLG Engineers, 1999. <sup>1</sup>From Table 3.

## Streets

The Visionary Plan's street system is comprised of three "street types" that reinforce one another, allowing the three to act as an integrated whole. The street system is comprised of:

- Vehicular-oriented Pacific Highway,
- Pedestrian-oriented North Harbor Drive (south of Grape Street), and
- Vehicular- and pedestrian-oriented east-west streets, including Broadway

The Plan places major vehicular through traffic on Pacific Highway, thereby allowing North Harbor Drive (south of Grape Street) to carry less traffic and have a more determined 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 street pattern, offer smaller, more "walkable" blocks, and they allow for vehicular and pedestrian linkages throughout the North Embarcadero.

Consistent with their role and character, the streets vary in their provision of parking and service access to development parcels in the North Embarcadero. Prescribed through guidelines in Chapter Four, Pacific Highway and Broadway have limited parking and service access (driveways); North Harbor Drive has none. The east-west streets serve to accommodate access to parking and service facilities.

Figure 6.2 illustrates typical street sections For Pacific Highway, North Harbor Drive, Broadway, and East-West streets.

### ***Pacific Highway***

The Plan establishes Pacific Highway as an elegant tree-lined boulevard accommodating through 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-wide sidewalks. Consistent with the CCDC Pacific Highway Concept Plan, the Visionary Plan establishes a consistent 130-foot-wide street section from Hawthorn Street to Harbor Drive in

8

place of the inconsistent street section existing today. This treatment requires acquisition of property, up to 22-feet-wide, at selected points along the street (see Chapter Seven for further discussion). The Visionary Plan, consistent with CCDC Plan, proposes the 130-foot-wide section improvements up to Hawthorn Street; the Visionary Plan proposes only streetscape improvements consisting of street trees and lights for the portion of Pacific Highway between Hawthorn and Laurel Streets.

The proposed street section could be modified to include an acceleration or deceleration lane in place of a parking lane (i.e. a 20-foot-wide outside lane in place of a 12-foot-wide drive lane and an 8-foot-wide parking lane), particularly at the Catellus property. As appropriate, median breaks should be provided at the intersections of 'A', 'B', 'C', 'E', 'F', and 'G' Streets.

In addition, Pacific Highway may not achieve the 130-foot-wide section in one small area adjacent to the north lot at the County Administration Building. An existing facility (chilling equipment) protrudes into the proposed street section. This facility could be relocated, an expensive proposition for the Alliance; the sidewalk could be narrowed; or a few parking spaces could be eliminated and the street curb shifted eastward, thereby allowing ample room for a sidewalk around the facility.

### ***North Harbor Drive***

The Visionary Plan establishes North Harbor Drive as a narrow, pedestrian-oriented street with ample on-street parking, providing much needed waterfront access and slowing traffic. The Plan relocates the street eastward within the existing 200-foot-wide North Harbor Drive right-of-way, thereby opening the western portion for an expansive pedestrian-oriented esplanade. At Broadway, North Harbor Drive shifts slightly east of the 200-foot right-of-way, accommodating Broadway Landing Park in that location (see Chapter Four and Five for more details). 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.

8

\*

employees. It is in addition to the parking required to satisfy new on-site development, and it is part of the supply of parking available to the general public. The sites includes the Solar Lot (272 spaces), the north lot (400 to 600 spaces) and the south lot (500 spaces) at the County Administration Building, and a portion of Lane Field (150 to 350 spaces). The replacement parking should be conveniently located at or near the existing parking locations.

### **Affordable Public Parking**

With an ample supply of parking both short-term and long-term from on-street parking, parking lots, and parking structures associated with development, the Plan anticipates that competition will keep public parking rates down. The Plan suggests that public parking rates in the North Embarcadero be monitored over time to help ensure that public parking remain affordable. The Plan does not, however, suggest that parking rates at private parking facilities be regulated or fixed.

### **TRAFFIC FLOW**

The Visionary Plan anticipates that the proposed roadway system in the North Embarcadero can adequately carry traffic associated with the envisioned bayfront attractions, potential levels of development, and anticipated through traffic.

### **Roadway System**

The Visionary Plan places major vehicular through traffic on the six-lane Pacific Highway, a roadway today that has underutilized roadway capacity. This allows North Harbor Drive to carry less traffic and to operate with a smaller (three-lane) street section, turning North Harbor Drive (south of Grape Street) from a heavily traveled roadway with a predominance of cars into a pedestrian-oriented bayfront precinct. The introduction of east-west streets creates additional intersections, allowing for more dispersed travel patterns and less congestion at the bayfront.

The Plan recognizes that an enlarged cruise ship operation at 'B' Street Pier could put additional traffic demands on North Harbor Drive, thereby affecting the final cross section of the road (such

### East-West Linkages

\$1.4 million

This includes resurfacing the road and installing new sidewalks, lighting, street trees, and furniture on Broadway, Hawthorn, Grape, Cedar, and Ash Streets.

### Signage

\$0.7 million

This includes installing a way-finding system.

### TOTAL

\$37.7 million

An additional cost, equal to 15% of the costs above, covers design, engineering, and other related expenses. This additional cost is described below under Processing and Indirect Costs.

## 2. Property Acquisition/Value Diminution

To implement Pacific Highway improvements, it will be necessary to acquire land currently owned by the Port, County, Navy, and private property owners (see Figure 7.2). The land currently owned by the Port, County, and Navy will be dedicated; private property will be purchased. If the land were valued at \$100/SF, the cost that would be assigned to the Plan to purchase private property would be approximately \$810,000. The land acquisition costs will be borne by each member of the Alliance according to their share of the asset base. An appraisal of property will ultimately be required.

Improvements to North Harbor Drive at Broadway will also require land currently owned by the Port and Navy. This land will be dedicated to the Plan rather than purchased.

In addition, any diminution in asset value of members of the Alliance would be regarded as a cost of the Plan (to be allocated among Alliance members). In this regard, the proposed elimination of the existing Grape Street Piers, and their replacement by a new pier that serves non-commercial public purposes, will result in the loss to the Port of the ability to cover approximately 40,000 square feet of water area with commercial uses. At a value for submerged lands equal to 25% of the value of equivalent land area, the loss in value to the Port is estimated at \$1 million.

Figure 7.2

Land Needed for Pacific Highway Improvements

**RON ROBERTS**SUPERVISOR, FOURTH DISTRICT  
SAN DIEGO COUNTY BOARD OF SUPERVISORS

June 9, 2003

Supervisor Mike Reilly  
Chairman  
California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219

Re: Thursday June 12, 2003, Item # 10c, Coastal Development Permit Application No. 6-03-7, San Diego County Park

Dear Chairman Reilly:

I am writing to request that Item 10c (Thursday), the San Diego County Waterfront Park, be trailed to the Friday meeting. I greatly appreciate your consideration in this matter. Please do not hesitate to contact me directly if you have any questions or if I may be of any assistance.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Ron Roberts", written over a horizontal line.

RON ROBERTS  
Supervisor, Fourth District

Cc Peter M. Douglas, Executive Director  
Chris Goehler, Clerk  
Lee McEachern, District Regulatory Supervisor

RR:sc



California Coastal Commission  
Meeting June 2003

Dear Commissioners,

We strongly support the County of San Diego's effort to turn the sea of asphalt adjacent to the Administration Building into a sea of greenery.

The EIR as it stands is acceptable however we have a couple of concerns not completely addressed in the final report.

First, although preservation of view corridors is mentioned prominently and illustrated in various diagrams, the illustration in Figure 2.1-1 appears to contradict that concern. Preservation (or restoration in some cases) of the view corridors at Beech, Date (and maybe Fir) would be seriously impeded if the actual planting of trees is as per the various illustrations. For example in the cited illustration the trees are located in the corridor rather than at the extremes as would be normal to the east of the area. If the corridor is the right of way, about 80 ft, the tree line would normally be about 6-10 ft and about 70-74 ft. The placement in the illustration shows the trees much closer together and any interleaving canopies would be blocking the sight lines from various locations to the east.

Secondly, using the same illustration, the three foot berm surmounted by a hedge provides over a halfmile of "wall" broken only at Beech, Cedar, Date (and possibly at Fir). This does not entice people into the garden rooms, but walls the entire park off from interaction with the City to the east.

Recognizing that a rise is necessary if the water feature running north to south is to be incorporated, we feel either it should be gradual from Pacific Highway to the center or more entrances from Pacific Highway should be provided to break up this wall effect.



Additionally, since the project at Cedar and Kettner is not part of this Master Plan, what happens if it is not built or not built in a timely fashion is unclear.

Lastly, although noted in Chapter 2 section F, page 2.1-15, the accommodations of the modifications for improving Pacific Highway, including any parking plans, bus transfers, etc, do not appear in an obvious manner in the actual plan views of the overall site master plan. And not mentioned explicitly is the possibility of a land swap of some areas adjacent to Pacific Highway for the proposed encroachment on Harbor Drive, whose final alignment and number of lanes has yet to be decided.

Thank you for your consideration of the foregoing.

Sincerely,

Gary Smith, President  
For the Board of Directors



# THE SAN DIEGO FOUNDATION

THE CENTER FOR CHARITABLE GIVING

Thu 10-C

# RECEIVED

JUN 11 2003

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

June 11, 2003

California State Coastal Commission  
San Diego Coast District Office  
7575 Metropolitan Drive Ste 103  
San Diego, CA 92108-4402

Dear Sirs:

On behalf of The San Diego Foundation and The Lloyd and Elise Ruocco Fund, please accept this letter of support for the Waterfront Park project.

This project provides an invaluable contribution to our community at large as it is the last piece of open public space along the San Diego waterfront. The County's decision to devote the current parking lot of the County Administration Building for the use of the Waterfront Park is a tremendous gift to the City of San Diego, its citizens and the many visitors that vacation in our city.

The San Diego Foundation, through a generous gift from the Lloyd and Elise Ruocco Fund, has pledged \$3.0 million to support the creation of the Waterfront Park.

Sincerest regards,

*Bob Kelly*  
Bob Kelly  
President and CEO

San Diego Foundation

Mary L. Walshok, Ph.D.  
Chair

Colette Carson Royston  
Vice Chair

Murray H. Hutchison  
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Stephen L. Weber, Ph.D.

Elizabeth Y. Yamada

James Ziegler

San Diego Foundation

Bob Kelly

The San Diego Foundation's purpose is to improve the quality of life in all of our communities by promoting and increasing responsible and effective philanthropy.

1420 Kettner Boulevard, Suite 500 San Diego, CA 92101

Downtown: tel (619) 235-2300 fax (619) 239-1710 North County: tel (858) 385-1595 fax (858) 385-1578



June 11, 2003

California Coastal Commission  
C/o Ellen Lirley, Staff Analyst  
7575 Metropolitan Drive, Suite 103  
San Diego, CA 92108-4402

Dear Coastal Commissioners:

On behalf of the San Diego Convention & Visitors Bureau (ConVis), I urge you to support the public park proposed for the County Administration Center (CAC) at Harbor Drive. The park, as proposed, will make a wonderful addition to San Diego's waterfront.

As you know, San Diego is one of the nation's premiere leisure travel and convention destinations. The park envisioned at the CAC would add a tremendous asset to San Diego's growing list of visitor attractions.

Your support of this project would be much appreciated and of great benefit to both visitors and residents alike. Again, I urge your support and thank you in advance for your consideration.

Sincerely,

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

Reint Reinders, CHA  
President & CEO

SG:RR:cm

101 B STREET SUITE 1400

SAN DIEGO, CA 92101 1217

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## RON ROBERTS

SUPERVISOR, FOURTH DISTRICT  
SAN DIEGO COUNTY BOARD OF SUPERVISORS

June 12, 2003

Supervisor Mike Reilly  
Chairman  
California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219

Re: Thursday June 12, 2003, Item # 10c, Coastal Development Permit Application No. 6-03-7, San Diego County Park

Dear Chairman Reilly:

I find myself in the uncomfortable position of feeling compelled to apologize for attempting to build a park rather than the commercial development that has been previously approved for the historic County Administration Center site on the waterfront in San Diego. After reading the Coastal Commission's staff recommendation and the letters in opposition to our plan, I can only assume that the San Diego County Board of Supervisors has somehow done something wrong in determining that the best use for this publicly-owned waterfront property is a public park.

The recommended conditions placed on the permit will make it difficult for the County to move forward with its plan, a plan that does not negatively impact the public right-of-way, on-street parking, or anything else beyond its borders. The requirement that we provide 80 feet from trunk to trunk on trees lining the paths in the park destroys the usefulness of a large portion of the park, and will mean the loss of several rows of trees, a scarce commodity in any urban setting. The staff condition that prohibits the County from charging for parking during off-business hours at the Cedar/Kettner site would remove our ability to offset even a small portion of the cost of that parking. In addition, the staff would like to set our parking rates at our primary site to match the parking meter rates. These conditions are particularly difficult to understand because the County currently can charge market rate for its 1100 parking spaces. In the end, if these conditions are placed on the project, they will threaten the creation of a public park along the waterfront. I thought that the Coastal Commission would encourage- not discourage- this type of addition to the waterfront. I continue to be optimistic, and hope that this will be the case.

COUNTY ADMINISTRATION CENTER • 1600 PACIFIC HIGHWAY, ROOM 335 • SAN DIEGO, CALIFORNIA 92101  
(619) 531-5544 • Fax (619) 685-2252 • E-MAIL [RON-ROBERTS@co.san-diego.ca.us](mailto:RON-ROBERTS@co.san-diego.ca.us)

Serving the communities of: Azalea Park, Banker's Hill, Bay Park, Broadway Heights, Centre City, Chollas View, College, Clairemont East, Darnall, Emerald Hills, Encanto, Fashion Valley, Hillcrest, Kensington, Kearny Mesa, La Presa, Lincoln Park, Linda Vista, Loma Portai, Normal Heights, North Park, Middletown, Midway, Mission Hills, Mission Valley, Mission Village, Oak Park, Old Town, Paradise Hills, Roseville, Serra Mesa, Spring Valley, South Park, Talmadge, University Heights, Valencia Park and Webster.

My colleagues and I have worked diligently toward achieving a waterfront asset that can be enjoyed by County residents and visitors to the area. In deciding not to pursue commercial development of the property, we have opted to forego a potential revenue generator. At the same time, we have caused what seems to be a great deal of angst for those who think that acres of surface parking lots belong on the waterfront. I can only hope that you and your fellow commissioners agree with our opinion that a park is the best use for this location, and that you will grant the permit without these onerous conditions. This support and encouragement would reinforce the Supervisors' commitment to this incredible park.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Ron Roberts", with a stylized flourish at the end.

RON ROBERTS  
Supervisor, Fourth District

Cc Peter M. Douglas, Executive Director  
Chris Goehler, Clerk  
California Coastal Commission

RR:sc

