

**Land COMMERCIAL Water**

- |  |                       |  |                             |
|--|-----------------------|--|-----------------------------|
|  | Commercial Recreation |  | Recreational Boat Berthing  |
|  | Commercial Fishing    |  | Commercial Fishing Berthing |
|  |                       |  | Fueling Dock                |

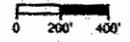
**INDUSTRIAL**

- |  |                  |  |                      |
|--|------------------|--|----------------------|
|  | Marine Terminal  |  | Terminal Berthing    |
|  | Marine Related   |  | Specialized Berthing |
|  | Aviation Related |  |                      |

**Land PUBLIC RECREATION Water**

- |  |                  |  |                     |
|--|------------------|--|---------------------|
|  | Park/Plaza       |  | Open Bay            |
|  | Open Space       |  | Public Fishing Pier |
|  | Promenade        |  |                     |
|  | Public Access    |  |                     |
|  | Vista Area       |  |                     |
|  | Historic Feature |  |                     |

scale approx.

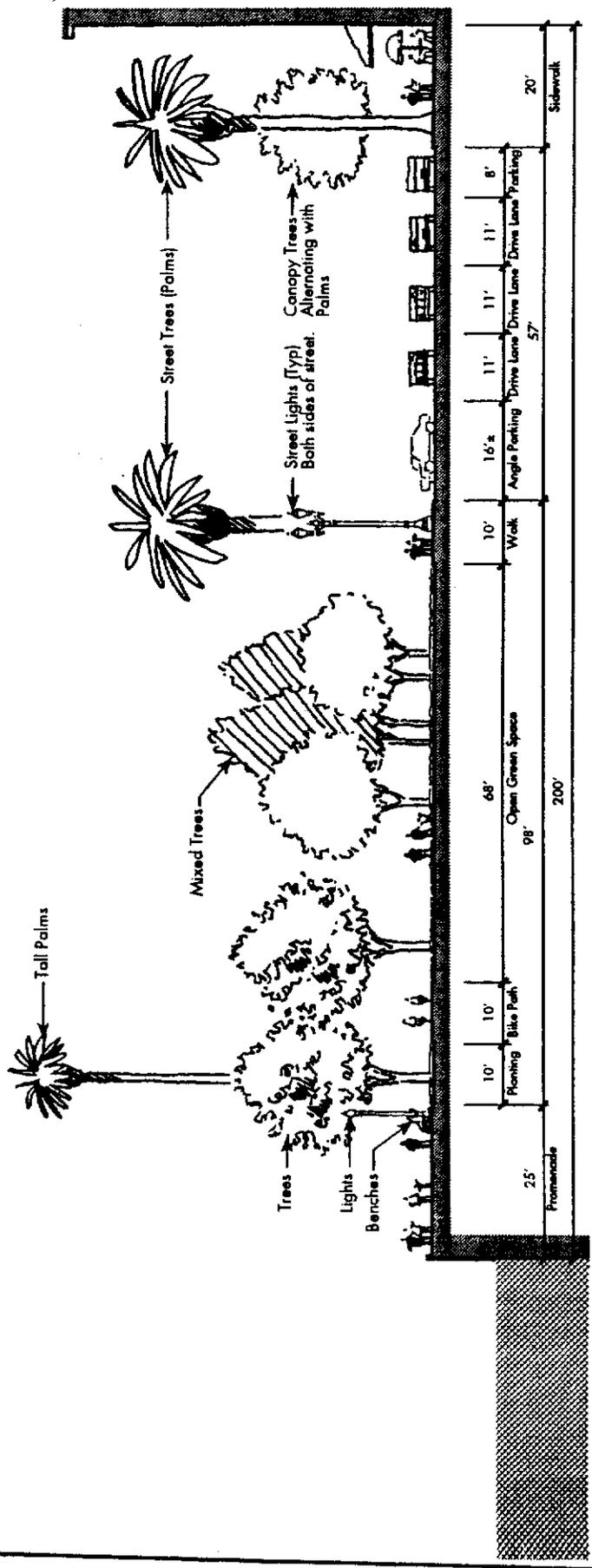


Land Use Planning

**Planning District 3  
CENTRE CITY EMBARCADERO**

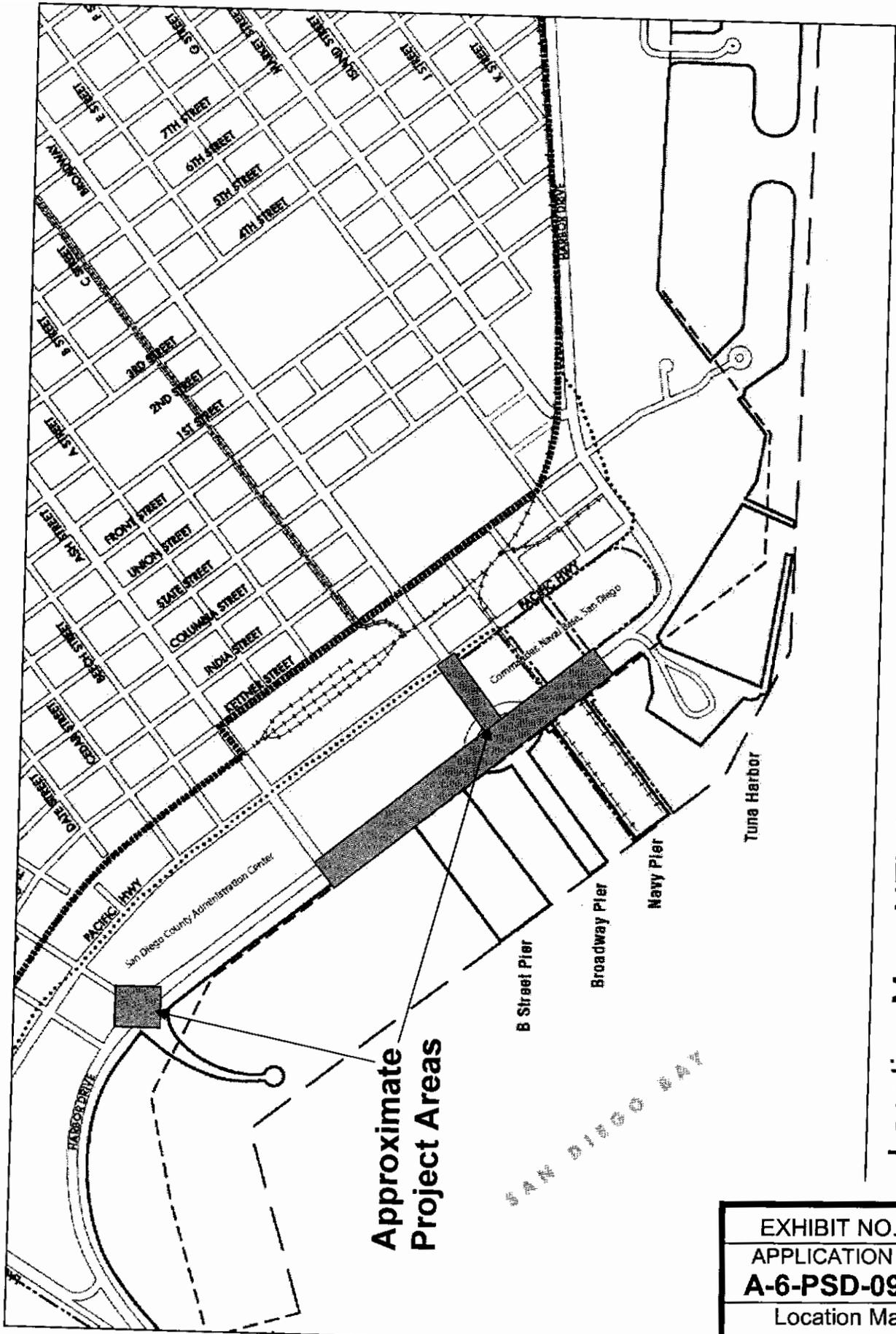
TITLE:

**EXHIBIT NO. 1**  
**APPLICATION NO.**  
**A-6-PSD-09-43**  
 Land Use Map



**Figure 5.3**  
Section of Bayfront Esplanade

EXHIBIT NO. 2
APPLICATION NO.
<b>A-6-PSD-09-43</b>
Figure 5.3 of NEVP
Incorp'd by Ref. Into PMP
California Coastal Commission



Location Map: NEVP Phase 1 Coastal Access Features Project

Approximate Project Areas

EXHIBIT NO. 3
APPLICATION NO.
<b>A-6-PSD-09-43</b>
Location Map
California Coastal Commission

**NOTICE OF BOARD ACTION  
On An Appealable Coastal Development Permit**

**Project:** North Embarcadero Visionary Plan, Phase 1 Coastal Access Features Project

**Location:** North Harbor Drive between Ash Street and F Street and West Broadway from North Harbor Drive to Pacific Highway, San Diego, California.

**Date:** July 8, 2009

**PROJECT LOCATION**

The North Embarcadero Visionary Plan (NEVP) Phase 1 Coastal Access Features Project (Project) site is located along North Harbor Drive between Ash Street and F Street and along West Broadway from North Harbor Drive to Pacific Highway in Planning District 3, Centre City Embarcadero, of the certified Port Master Plan (PMP) in the City of San Diego, San Diego County, California. The Project site is delineated on Precise Plan Map Figure 11. The Project is situated in the City of San Diego on Coastal Zone State Tidelands administered by the San Diego Unified Port District under a certified PMP.

**PROJECT DESCRIPTION**

The Project is the implementation of a portion of the NEVP. The Project components within the jurisdiction of the Port would realign North Harbor Drive generally from the B Street Pier to south of the Broadway Pier, eastward of its present location and transition to existing alignments at Ash Street and F Street. The realigned road would enable construction of an approximately 105 foot wide Esplanade starting at the south side of B street Pier to the south of Broadway Pier. The Esplanade would include a continuous bayfront promenade, storm water treatment system, a running/walking path, improved landscaping and structural architecture, and a public plaza at the foot of West Broadway flanked by formal gardens. Two open shade pavilions would be constructed on the eastern portion of the Esplanade, under which replacement ticket kiosks, an Information building, and a walk-up café building would be erected. A restroom would be constructed on the eastern portion of the Esplanade south of the future C Street alignment. The Project would also provide median and storm water improvements along West Broadway between North Harbor Drive and Pacific Highway. In addition, restriping to provide an additional turn lane to the Grape Street and North Harbor Drive intersection would be undertaken. The Project components are described below.

<b>EXHIBIT NO. 4</b>
<b>APPLICATION NO.</b>
<b>A-6-PSD-09-43</b>
<b>Approved Port CDP</b>
 California Coastal Commission

## Roadway Improvements

### North Harbor Drive

- Realign North Harbor Drive between the northern edge of the "B" Street Pier and the southern edge of Broadway Pier, eastward of its present location;
- Provide an approximately 74 feet roadway within the existing 200-foot North Harbor Drive right-of-way.
- Provide two (2) travel lanes in each direction (north and south) and a turn lane. Harbor Drive under the Proposed Project would be four lanes to allow connection of the realigned roadway to existing Harbor Drive;
- Remove existing street and off-street public parking spaces;
- Provide street parking spaces along the North Harbor Drive curb;
- Provide a transition area north of B Street to the south side of Ash Street, to enable traffic movement through existing segments of North Harbor Drive north of Ash Street and the proposed realignment;
- Provide a transition area south of West Broadway to the north side of F Street to enable traffic movement through existing segments of North Harbor Drive south of F Street and the proposed realignment;
- Re-stripe North Harbor Drive from the south side of Ash Street to the north side of F Street to accommodate realignment and transition areas;
- Provide a six-foot sidewalk on the west side of North Harbor Drive;
- Relocate existing traffic signals to accommodate the re-aligned Harbor Drive;
- Provide Transportation Hubs either side of North Harbor Drive, north of West Broadway that include facilities such as transit and shuttle stops, signage, information, bicycle storage, and passenger loading areas;
- Relocate underground and above ground utilities as part of the Harbor Drive realignment; and
- Remove or re-locate sewer pump station(s).

### North Harbor Drive/Grape Street Intersection

- Re-stripe (from 100 feet north of Hawthorn Street to 100 feet south) the southbound lanes of North Harbor Drive to add a third left-hand turn lane at the Grape Street intersection with corresponding adjustments to the existing traffic signals.

### West Broadway

- Reconstruct West Broadway from North Harbor Drive eastward to Pacific Highway;
- Lower a high point in the roadway of West Broadway between North Harbor Drive and Pacific Highway; and
- Provide a raised median in West Broadway.

## Esplanade Improvements

### Esplanade

- Provide an approximately 105 feet wide Esplanade between the North Harbor Drive roadway and the Bay, from the northern edge of the E Street Pier (Navy Pier) to the southern edge of the B Street Pier;
- Provide the following zones and public amenities within the Esplanade:
  - o a continuous bayfront promenade,
  - o storm water treatment system,
  - o a running/walking path, improved landscaping and structural architecture, a public plaza at the foot of West Broadway, and
  - o formal gardens on the north and south sides of the open space plaza located at the foot of West Broadway;
- Install landscaping and lighting enhancements throughout the Esplanade;
- Install new street furniture including items such as benches, chairs, tables, bike racks, bollards, drinking fountains and news racks throughout the Esplanade;
- Installation of trash and recycling bins along the Esplanade;
- Ticket collection/entrance to existing floating docks;
- A comprehensive 'way-finding' sign program including interpretive, informational identification, regulatory, directional and gateway signs along the Esplanade;
- Provide two open shade pavilions approximately 80 feet long, 70 feet wide, and 18 feet in height on the eastern portion of the Esplanade;
- Relocate five ticket kiosks with new approximately 23 feet long, 11 feet wide, and 12 feet tall structures on the eastern portion of the Esplanade beneath shade pavilions;
- Relocate existing San Diego Convention and Visitors Bureau information building with a new approximately 48 feet long, 14 feet wide, and 16 feet tall structure on the eastern portion of the Esplanade beneath shade pavilions;
- Relocate existing walk-up café building with a new approximately 35 feet long, 9 feet wide, and 16 feet tall structure on the eastern portion of the Esplanade beneath shade pavilions;
- Provide a restroom approximately 40 feet long, 18 feet wide and 12 feet tall on the eastern portion of the Esplanade south of C Street; and
- Provide an approximately nine-foot wide running/walking path near the eastern edge of the Esplanade.

### Promenade

- Provide a continuous 30-foot wide bayfront promenade adjacent to the Bay, for mixed pedestrian and bicycle use;
- Install railings where necessary for public safety along the bayfront promenade; and
- Install marine-related hardware, including cleats and bollards, or keep in place to preserve and enhance water-dependent uses such as harbor tour and transient vessel berthing public along the bayfront promenade.

### Public Art

- Implement a Public Art program throughout the Esplanade, including restroom design, shade pavilions design, and the hardscape design of the promenade.

### Plaza

- Construct an approximately 16,000 square feet open space plaza on the Esplanade between the head of Broadway Pier and the intersection of West Broadway and North Harbor Drive.

### Water Quality

- Storm water drainage system improvements along North Harbor Drive including biological or structural water treatment within an eight foot 'water quality band' along the Esplanade on the east side of the bayfront promenade and structural treatment within a narrow 'water quality trim' along the western edge of the bayfront promenade; and
- Two storm drain outlets that directly discharge into the bay may be constructed. One outlet will discharge storm water drainage from the northern portion of the water quality band between B Street and Broadway Pier. The maximum discharge from the outlet in the northern portion of the Water Quality Band would be four cubic feet per second. A second outlet will discharge storm water drainage from the southern portion of the Water Quality Band between Broadway Pier and the Navy Pier. The maximum discharge from the outlet in the southern portion of the Water Quality Band would be 3.33 cubic feet per second. New outlets may not be required as there are a number of existing outfalls through the existing bulkhead located beneath the existing Promenade, which are no longer in use and may be used instead.

### Americans with Disability

- Grade the Esplanade to achieve a cross slope of one to one and one-half percent from North Harbor Drive to the Bayfront.



Enclosure(s): Attachment A: Appealable Coastal Development Permit  
Attachment B: Coastal Consistency Evaluation  
Attachment C: Correspondence on Appealable Coastal Development Permit  
Attachment D: Responses to Correspondence on Appealable Coastal Development Permit  
Attachment E: Public Hearing Speaker Slips item 25 B)  
Figure 1: Project Location Map

**ATTACHMENT A**  
**Appealable Coastal Development Permit**

**[DRAFT] COASTAL DEVELOPMENT PERMIT**

**Applicants:** Centre City Development Corporation and San Diego Unified Port District, Engineering Dept.

**Project:** North Embarcadero Visionary Plan Phase 1 Coastal Access Features Project

**Location:** North Harbor Drive from F Street to Ash Street and West Broadway from North Harbor Drive to Pacific Highway

You are hereby granted a Coastal Development Permit. This permit is issued in conformance with the California Coastal Act of 1976 and the Coastal Permit Regulations of the San Diego Unified Port District, as adopted by the Board of Port Commissioners on July 1, 1980, Resolution No. 80-193, and as amended on December 2, 1980, Resolution No. 80-343, and on February 14, 1984, Resolution No. 84-62, in accordance with the provisions for the issuance of a [ ] Emergency [ ] Non-appealable [X] Appealable Coastal Development Permit.

**Date of Board Action:** July 07, 2009

**Board of Port Commissioners Resolution Number:** 2009-131

**Date of Permit:** July 22, 2009

**Application Number:** 2009-12-32/33-142

**Permit Number:** CDP-2009-02

The Project is located between sea (as defined in the California Coastal Act) and the first inland continuous public road paralleling the sea. The project is fully consistent with Public Resource Code Sections 30604(c), 30210-30224, and the California Coastal Act public access and recreation policies referenced therein.

This permit is limited to the development below and set forth in material on file with the San Diego Unified Port District (District), and subject to the terms, conditions, and provisions hereinafter stated:

## DEVELOPMENT

The Project is the implementation of a portion of the North Embarcadero Visionary Plan (NEVP). The NEVP Phase 1 Coastal Access Features Project components within the jurisdiction of the Port would realign North Harbor Drive generally from the B Street Pier to south of the Broadway Pier, eastward of its present location and transition to existing alignments at Ash Street and F Street. The realigned road would enable construction of an approximately 105 foot wide Esplanade starting at the south side of B street Pier to the south of Broadway Pier. The esplanade would include a continuous bayfront promenade, storm water treatment system, a running/walking path, improved landscaping and structural architecture, and a public plaza at the foot of West Broadway flanked by formal gardens. Two open shade pavilions would be constructed on the eastern portion of the Esplanade, under which replacement ticket kiosks, an information building, and a walk-up café building would be erected. In addition, a restroom would be constructed on the eastern portion of the Esplanade south of the future C Street alignment. The project would also provide median and storm water improvements along West Broadway between North Harbor Drive and Pacific Highway. In addition, restriping to provide an additional turn lane to the Grape Street and North Harbor Drive intersection would be undertaken.

The Project consists of the following components:

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### *Americans with Disability*

- Grade the Esplanade to achieve a cross slope of one to one and one-half percent from North Harbor Drive to the Bayfront.

Site plans and a cross section are provided in the Exhibits A through D attached.

### **STANDARD PROVISIONS**

1. The San Diego Unified Port District, Engineering Department, and the Centre City Development Corporation (Permittees) shall adhere strictly to the current plans for the project as approved by the District.
2. Permittees shall notify the District of any changes in the Project.
3. Permittees shall meet all the local code requirements and ordinances and obtain all necessary permits from local, state, and federal agencies.
4. Permittees shall conform to the permit rules and regulations of the District.
5. Permittees shall be responsible for compliance with ADA and Title 24 specifications.
6. Permittees shall commence development within two (2) years following the date of the permit issuance by the District. Construction shall be pursued in a diligent manner and completed within a reasonable period of time.

7. The permit is in no way intended to affect the rights and obligations heretofore existing under private agreements nor to affect the existing regulations of other public bodies.
8. This permit shall not be valid unless two copies have been returned to the Land Use Planning Department of the District, upon which copies the Permittees has signed a statement agreeing that the Permittees will abide by the terms, conditions, limitations, and provisions of the permit.
9. The Permittees and contractor shall perform all best management practices during construction and maintenance operations. This includes no pollutants in the discharges to storm drains or to San Diego Bay, to the maximum extent practicable.
10. All Port of San Diego tidelands are regulated under Regional Water Quality Control Board Order No. R9-2007-0001, National Pollutant Discharge Elimination System (NPDES) Permit No. CAS0108758, Waste Discharge Requirements for Discharges of Urban Runoff from the Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds of the County of San Diego, the Incorporated Cities of San Diego County, and the San Diego Unified Port District (Municipal Permit). This permit was adopted in January of 2007, and replaces the previous permit Order No. 2001-01. All jurisdictions are required to be in full compliance with Order R9-2007-0001 by January 24, 2008. The Municipal Permit prohibits any activities that could degrade stormwater quality.

The Permittees shall ensure that post-construction / operational use of this project site complies with the Municipal Permit and District direction related to permitted activities including the requirements found in the District Jurisdictional Urban Runoff Management Document (JURMP). The JURMP is available on the District website: [http://www.portofsandiego.org/sandiego\\_environment/susmp.asp](http://www.portofsandiego.org/sandiego_environment/susmp.asp) or by contacting the Environmental Services Department, (619) 686-6254.

11. This project is subject to the Port Standard Urban Stormwater Mitigation Plan (SUSMP) process. As such, approval of the project by the District is necessarily conditioned upon submission by the Permittees of a project specific Urban Stormwater Mitigation Plan (USMP) that meets District requirements. The Permittees shall implement all USMP structural and non-structural BMPs throughout the life of the project. A link to the District's SUSMP guidance documents is posted on the District website <http://www.portofsandiego.org/environment/stormwater/286-port-susmp.html>

The implementation and maintenance of the USMP BMPs constitute

regulatory obligations for the Permittees, and failure to comply with the Municipal Permit, the JURMP, or the Port approved USMP, including the specific BMPs contained therein, may be considered a violation of the permit.

### **SHORT TERM CONSTRUCTION MEASURES**

1. To minimize noise during construction, the Permittees shall require the construction contractor to (a) restrict normal construction activities from 7:00 am to 7:00 pm; (b) keep construction equipment as far as possible from sensitive receptors; and (c) provide acoustical shielding around equipment operating at night, from 10:00 pm to 7:00 am.
2. To minimize fugitive air emissions during construction, the Permittees shall require the construction contractor to keep fugitive dust down by:
  - a. watering at least twice daily; covering haul trucks or maintaining at least two feet of freeboard;
  - b. paving a site access apron and installing wheel washers;
  - c. sweeping/washing public streets at the end of the work day;
  - d. paving or regularly watering all parking and staging areas;
  - e. suspending excavation when wind speeds (as instantaneous gusts) exceed 25 mph at a portable weather station on the project site;
  - f. limiting traffic speeds on all unpaved surfaces to 15 mph;
  - g. preventing inactive trucks from idling more than 5 minutes during construction once they arrive on the construction site;
  - h. maintaining all construction equipment in peak condition to reduce operational emissions;
  - i. using equipment that runs on low-sulfur diesel fuel; and
  - j. using electrical equipment to the maximum extent feasible during construction.
3. To minimize nuisance effects from lights or glare during construction, the Permittees shall require the construction contractor to shield and direct night lighting away from adjacent areas.
4. The Permittees shall require the construction contractor to provide construction employees with transit and ride share information.
5. The Permittees shall ensure that any hazardous material site contamination is identified and a site restoration plan, acceptable to the appropriate regulatory agencies, is prepared and implemented to reduce any existing contamination to a level that has no potential to threaten employee or human health as defined under existing regulations. If any potential exists for impacts to employee health from exposure to hazardous materials, workers shall be provided with adequate protective gear.
6. The Permittees shall require all employees that are exposed to noise levels

in excess of Occupational Safety and Health Administration hearing protection thresholds, during construction or operation, to wear noise protection devices (ear plugs and covers) that are protective of individual hearing.

7. Permittees and/or contractor shall comply with State Water Resources Control Board Order No. 99-08-DWQ, National Pollutant Discharge Elimination System (NPDES), General Permit No. CAS000002, and Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity (commonly known as the "General Construction Storm Water Permit"), as adopted, amended, and/or modified. The Permittees and/or contractor is responsible for submitting a completed Notice of Intent to comply with the General Construction Storm Water Permit and fees to the District. The District is responsible for submitting the Notice of Intent to the State Water Resources Control Board. The Permittees and/or contractor must comply with the General Construction Storm Water Permit and District direction related to permitted activities. Construction activity subject to the General Construction Storm Water Permit requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The Permittees and/or contractor must prepare and submit the SWPPP for review and approval by the District prior to site work.

#### **SPECIAL PROVISIONS**

1. The Permittees and/or contractor shall implement the measures detailed in the North Embarcadero Visionary Plan Phase 1 Coastal Access Features Project Mitigation Monitoring and Reporting Program (Attachment A) filed with the clerk's office as Document No.xxxxx, as a condition of this permit. Where measures listed in the Mitigation Monitoring and Reporting Program appear to conflict with provisions listed in this permit, the most stringent requirement shall prevail.
2. The building permit plans shall document that energy conservation measures achieve a 20 percent reduction compared to satisfying Title 24 requirements.
3. Plumbing for reclaimed water (purple pipe) shall be installed such that reclaimed water shall be used to irrigate landscaping when available.
4. Water conservation measures including drip irrigation, smart irrigation controls that adjust according to weather conditions, and use of runoff water shall be implemented throughout project operation. Water conservation measures shall minimize water consumption such that landscaping is sustained and no unnecessary or over-watering occurs.

5. The Permittees and/or contractor shall implement a Construction Parking Management Plan throughout project construction to the satisfaction of the District.
6. Prior to development, the Permittees shall develop and implement a subsurface archaeological resources mitigation plan. This plan shall be implemented by a qualified archaeologist that includes a detailed review of Sanborn fire insurance maps, directory search, and if warranted, limited testing of zones within the block having the highest potential within the area impacted. All cultural material recovered and associated records shall be curated at an appropriate San Diego County institution.
7. A complete site contamination report for hazardous materials in conformance with federal, State, and local regulations shall be completed for the project by the Permittees. The report shall include an existing conditions survey, detailed project description and specific measures proposed to preclude upset conditions (accidents) from occurring. If hazardous materials are identified, a risk assessment and remediation efforts shall be conducted in conformance with federal, State, and local regulations.
8. The Permittees shall conduct a site specific soil/groundwater assessment performed by a qualified geologist/hydrologist in conformance with federal, State and local regulations prior to soil disturbance in all areas where soil or water contamination sources are suspected of containing hazardous materials storage systems,. Such an assessment shall include collecting and analyzing soil and/or groundwater samples. If soil or groundwater contamination is detected, contamination shall be remediated according to applicable federal, state, and local regulations prior to development of the site.
9. The Permittees shall design and construct the project so that permanent dewatering is not required to the maximum extent feasible. Dewatering activity will be limited to the construction period as may be necessary. The North Embarcadero Visionary Plan Master Environmental Impact Report (certified in March 2000) (Master EIR) recommends that dewatering shall occur to lower the groundwater table to a minimum of 2 feet below the bottom of all removals and excavations.
10. The Permittees shall ensure that dewatering discharge meets the effluent limits specified by the RWQCB (order No. 90-31) and Federal National Pollution Discharge Elimination System (NPDES) requirement. Order No. 90-31 includes a prohibition of the discharge of dewatering effluent to San Diego Bay for new permanent dewatering operations. If the effluent is discharged to the City of San Diego sewer system, then the discharge shall meet the discharge requirements of the City.

11. In the event that dewatering effluent is discharged to surface waters, the Permittees shall provide groundwater quality data in advance, and possibly, a treatment system will be needed to meet federal, State, and local regulations.
12. If dewatering is necessary, the Permittees shall provide an evaluation of the effect of dewatering on nearby structures shall occur during the design phase. Mitigation measures shall be implemented that may include monitoring of ground surface elevations and adjacent buildings during dewatering.
13. To identify locations of Underground Storage Tanks (USTs), the Permittees shall conduct a site-specific informational review and geophysical survey.
14. A contingency plan for removal and remediation of USTs shall be prepared by the Permittees. The contingency plan shall address contractor procedures in the event that an unknown UST is encountered during site redevelopment.
15. Permits to operate or close tanks must be obtained by the tank owner or operator in conformance with federal, State, and local regulations.
16. All earthwork activities shall be governed by the provisions of the NPDES general permit, which includes the preparation and implementation of a SWPPP and BMPs to control runoff and sedimentation during construction and post construction.
17. The Permittees shall ensure that any remediation is conducted according to applicable federal, State and local regulations prior to development of the site.
18. Permittees shall comply with all applicable public access requirements including participation in a bayside shuttle system upon District implementation of that system.
19. The project design shall comply with Title 24 of the California Code of Regulations. Documentation of compliance shall be provided by the Permittees when building plans are filed.
20. The Permittees shall ensure that all structures be designed in accordance with the recommendation of the geotechnical evaluation, and with all applicable requirements of the Uniform Building Code (UBC) for Seismic Zone 4. Project specific design recommendations to limit

structural damage or maintain function during an earthquake shall include foundation design parameters.

21. The Permittees shall prepare a waste management plan in consultation with the City of San Diego Environmental Services Department (ESD) which shall also approve the plan consistent with the Construction and Demolition Debris Diversion Deposit Program as set forth in San Diego Municipal Code Section 66.0601, et seq. The waste management plan shall include the following elements:
  - The type and quantity of solid waste expected to enter the waste stream.
  - Source separation techniques to be used and the location of on site storage for separated materials as required by
  - The method of transport and destination of separated waste and/or construction debris not re-used on site.
  - A "buy-recycled" program for the project.
  - An impact analysis spreadsheet completed by an ESD analyst. A copy of the waste management plan shall be submitted to ESD and the Port District. With respect to construction/demolition debris, the amount of this material being deposited in the landfill should be reduced by implementing any or all of the following mitigation techniques.
    - Onsite re-use of demolition material in the construction of the development activities
    - Separating construction debris for recycling-reuse by others
22. Any changes to the project description provided herein, including the exhibits, will require an amendment to this Coastal Development Permit.
23. The landscape plan shall be designed to protect and preserve the public views on West Broadway.
24. Bicycles are expressly permitted to share the Promenade with pedestrians, without limitation.
25. North-south access along the Esplanade shall be maintained (though controlled) when cruise ships are present and fully accessible when no cruise ships are docked.
26. The North Embarcadero Visionary Plan Parking Management Plan shall be completed prior to the commencement of construction of this project.
27. The Permittee and/or contractor shall provide signage that directs visitors to parking locations and opportunities.

If you have any questions on this permit, please contact the Land Use Planning Department of the San Diego Unified Port District at (619) 686-6283.

CHARLES D. WURSTER  
Executive Director

By: \_\_\_\_\_  
JOHN W. HELMER  
Director, Land Use Planning

I have read and understand the terms, conditions, limitations, and provisions of this permit and agree to abide by them.

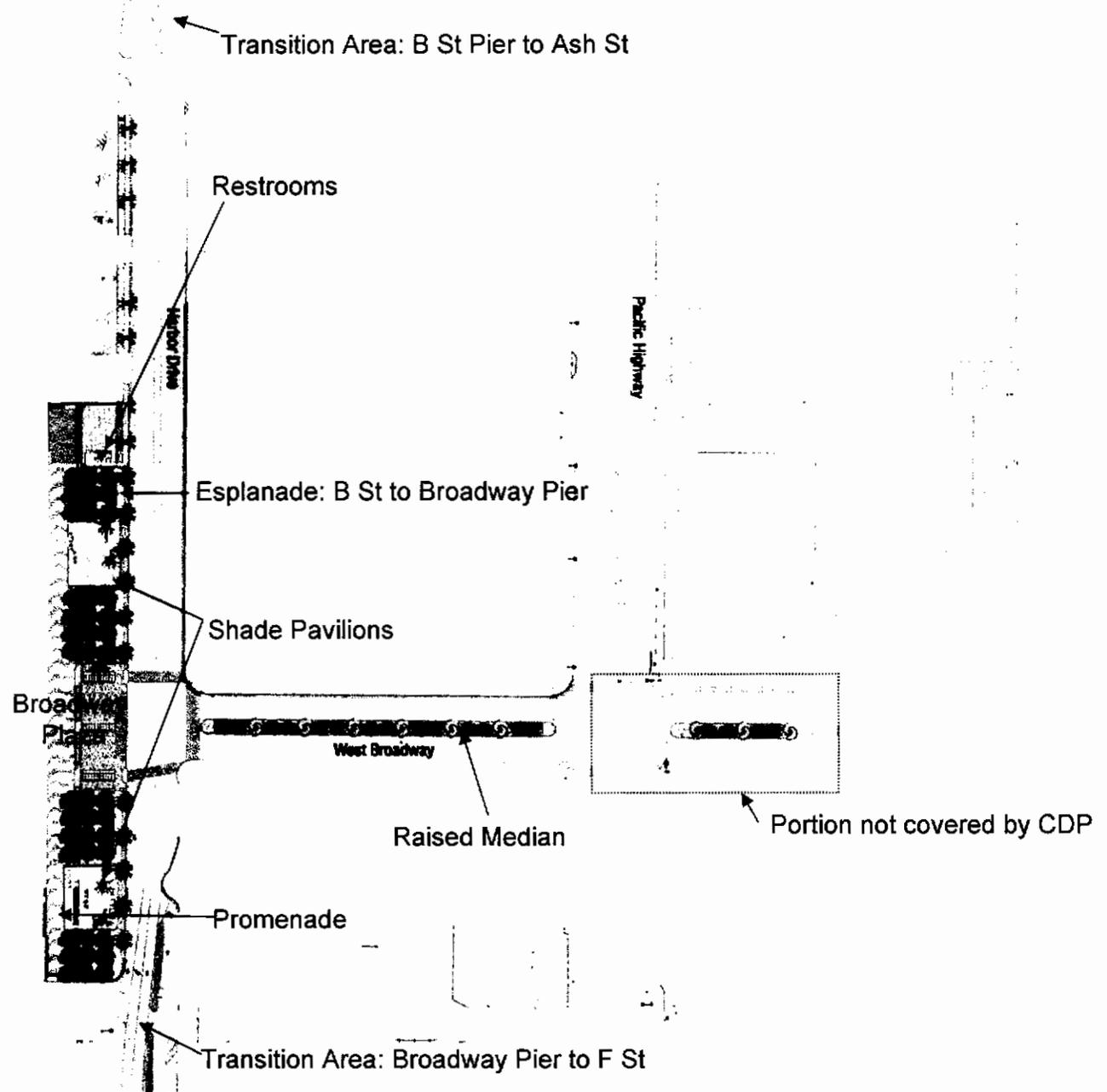
By: \_\_\_\_\_  
GARY BOSSE  
Sr. Project Manager - Construction  
Centre City Development Corporation

By: \_\_\_\_\_  
LINDA SCOTT  
Project Engineer, Engineering  
San Diego Unified Port District

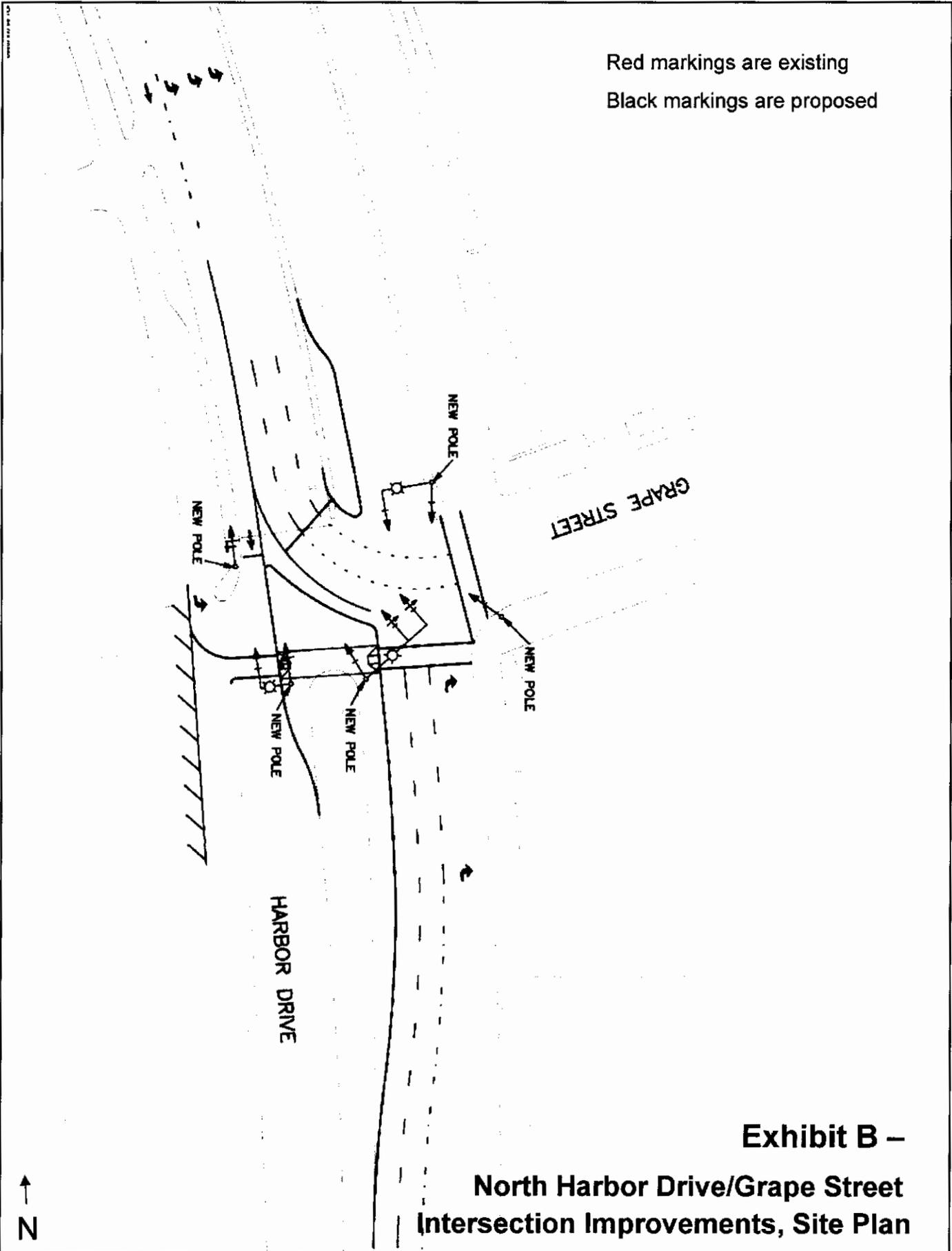
Exhibits: A - North Harbor Drive and Broadway Improvements, Site Plan  
B - North Harbor Drive/Grape Street Intersection Improvements, Site Plan  
C - North Harbor Drive Esplanade and Roadway, Cross Section  
D - Broadway Plaza, Site Plan

Attachments: A - NEVP Phase 1 Coastal Access Features Project Mitigation Monitoring and Reporting Program

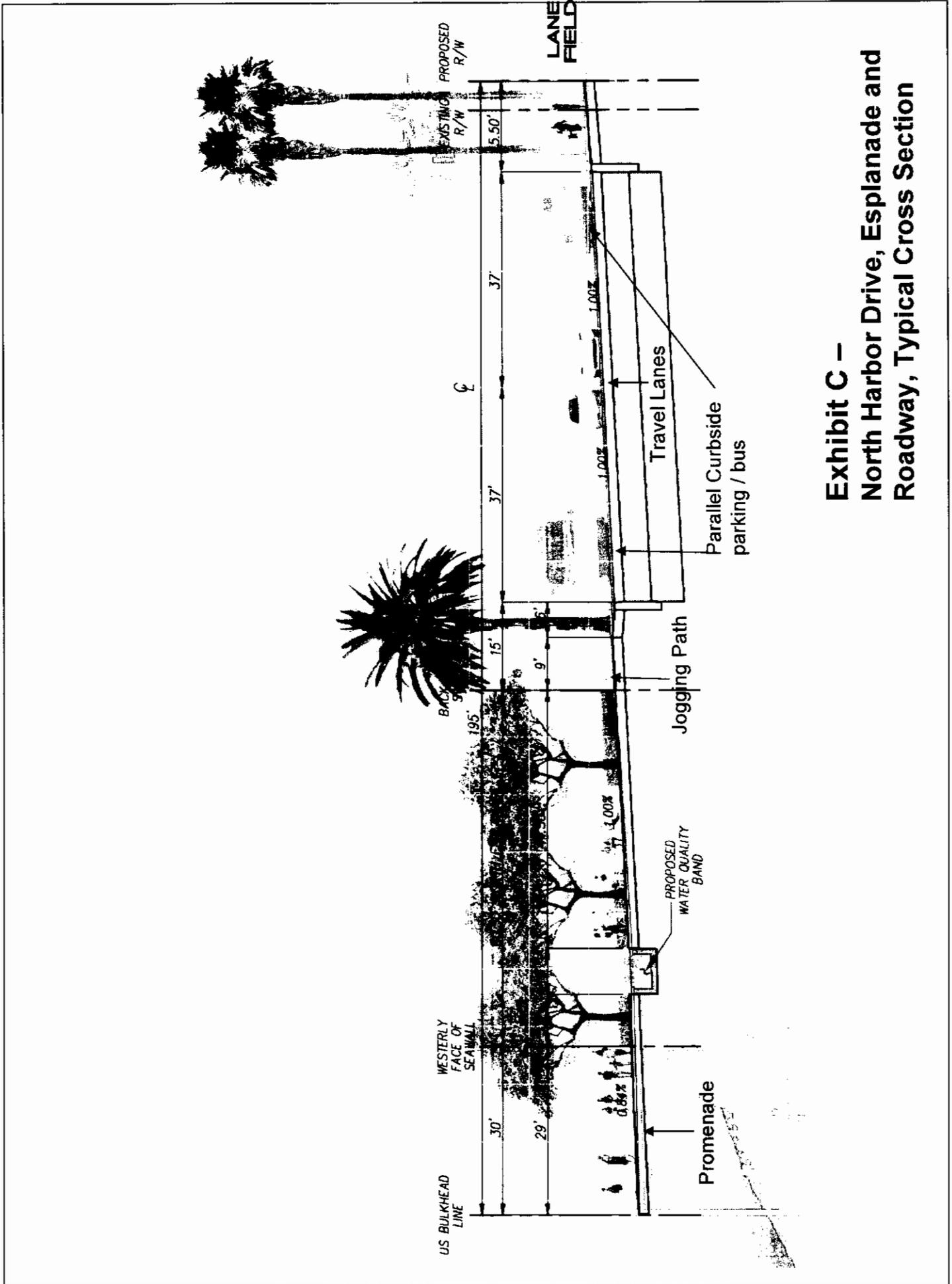
# Exhibit A – North Harbor Drive and Broadway Improvements, Site Plan



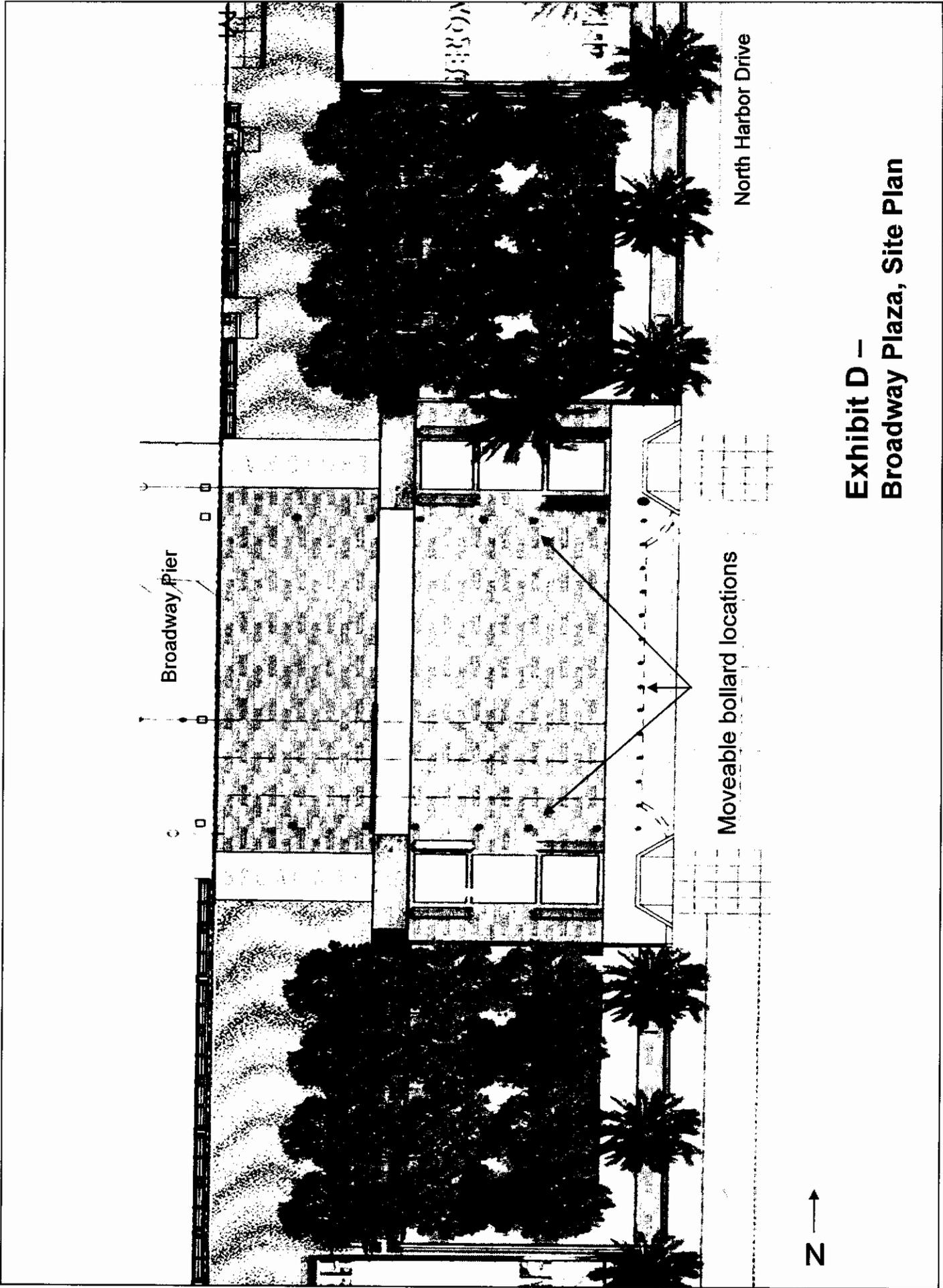
Red markings are existing  
Black markings are proposed



**Exhibit B –  
North Harbor Drive/Grape Street  
Intersection Improvements, Site Plan**



**Exhibit C -  
 North Harbor Drive, Esplanade and  
 Roadway, Typical Cross Section**



**Exhibit D –  
Broadway Plaza, Site Plan**

## Attachment A

### North Embarcadero Visionary Plan Phase I Coastal Access Features Project Mitigation Monitoring and Reporting Program

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<b>TRANSPORTATION/TRAFFIC/PARKING</b>						
<p>1. The following features of the parking management program required in the MEIR (Pages 4-2-9 through 4-2-11) shall be implemented as a part of the NEVP Phase I Coastal Access Features Project. Other features of the parking management program required by the MEIR would need to be implemented as a part of other NEVP projects to offset potential loss of parking associated with implementation of the overall NEVP.</p> <ul style="list-style-type: none"> <li>• Promote subsidized transit pass for employees of study area businesses.</li> <li>• Provide information to downtown hotel guests regarding the location of the North Embarcadero area and the availability of transit usage.</li> <li>• Plan for shuttle stops at two locations on Harbor Drive within the Plan area such as at Ash Street and at Broadway.</li> <li>• Promote pedi-cab use and provide areas for pick-up and drop-off.</li> <li>• Provide trailblazing (i.e., signs showing directions to the North Embarcadero area from downtown and transit locations), directions at local kiosks, and transit/shuttle stops.</li> </ul>	Plan preparation, implementation	Port of San Diego City of San Diego	Prior to issuance of a grading permit.	Approval of parking management plan	Port of San Diego City of San Diego	

**CULTURAL RESOURCES**

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>1. Prior to development, a subsurface mitigation plan shall be developed and implemented.</p> <p>2. This plan shall be implemented by a qualified archaeologist that includes a detailed review of Sanborn fire insurance maps, directory search, and if warranted, limited testing of zones within the block having the highest potential within the area impacted. All cultural material recovered and associated records shall be curated at an appropriate San Diego County institution.</p> <p>In addition, the Port would implement the following monitoring program that is typically required by the City of San Diego and the Centre City Development Corporation when a project has the potential to disturb subsurface resources</p> <p><i>Mitigation Measure</i> Prior to issuance of any permit that could directly affect an archaeological resource, the Port shall assure, in coordination with qualified City staff when applicable, that all elements of the MMRP are performed in accordance with all applicable City ordinances and guidelines and by a qualified Historical Archaeologist. The Port shall also require that the following steps be taken to determine: (1) the presence of archaeological resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with pre-historic Native American activities</p>	<p>Plan preparation, implementation, field monitoring and submittal of a final archaeological report.</p>	<p>Port District City of San Diego</p>	<p>Prior to issuance of a grading permit.</p>	<p>Approval of final Archaeological study report and field notes documenting compliance with subsurface mitigation plan.</p>	<p>Port of San Diego City of San Diego</p>	
<p><b>Step 1-Initial Evaluation</b></p> <p>An initial evaluation for the potential of significant subsurface archaeological resources shall be prepared to the satisfaction of the Port as part of an Environmental Secondary Study for any</p>						

**North Embarcadero Visionary Plan**  
**Phase I Coastal Access Features Project**  
**Mitigation Monitoring and Reporting Program**

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>activity which involves excavation or building demolition and guided by an appropriate level research design. The person completing the initial review shall be approved by the Port. The initial evaluation shall consist minimally of a review of the following historical sources: The 1876 Bird's Eye View of San Diego, all Sanborn Fire Insurance Company maps, appropriate city directories that correspond to identify historical properties, and a records search at the South Coastal Information Center that is limited to the property boundaries. Historical and existing land uses shall also be reviewed to assess the potential for significant prehistoric and historic archaeological resources to be present. The person completing the initial review shall also consult with and consider input from local individuals and groups with expertise in the historical resources of the San Diego area. These experts may include the University of California, San Diego State University, San Diego Museum of Man, local historical and archaeological groups, and designated community planning groups. Consultation with these or other individuals and groups shall occur as early as possible in the evaluation process.</p> <p>When the initial evaluation indicates that important archaeological sites may be present on a project site but their presence cannot be confirmed prior to construction or demolition due to obstructions or spatially limited testing and data recovery, the applicant shall prepare and implement an archaeological monitoring program as a condition of development approval to the satisfaction of the Port.</p> <p>No further action is required if the initial evaluation demonstrates there is no potential for subsurface resources. The results of this research shall be summarized in the Secondary Study.</p> <p><b>Step 2-Testing</b></p> <p>A testing program is required if the initial evaluation demonstrates that there is a potential for subsurface resources. The testing program shall be conducted during the hazardous materials remediation or following the removal of any structure or surface covering which may be underlain by potential resources. The removal of these structures shall be conducted in a manner which minimizes disturbance of underlying soil. This</p>						

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>The testing program shall be performed by a qualified Historical Archaeologist. The Historical Archaeologist must be approved by the Port prior to commencement. Before commencing the testing, a treatment plan shall be submitted for the Port approval that reviews the initial evaluation results and includes a research design. The research design shall include a discussion of field methods, research questions against which discoveries shall be evaluated for significance, collection strategy, laboratory and analytical approaches, and curation arrangements. All tasks shall be in conformity with best practices in the field of historic urban archaeology. A recommended approach for historic urban sites is at a minimum fills and debris along interior lot lines or other areas indicated on Sanborn maps.</p> <p>Security measures such as a locked fence or surveillance shall be taken to prevent looting or vandalism of archaeological resources as soon as demolition is complete or paved surfaces are removed. These measures shall be maintained during archaeological field investigations. It is recommended that exposed features be covered with steel plates or fill dirt when not being investigated.</p> <p>The results of the testing phase shall be submitted in writing to the Port and shall include the research design, testing results, significance evaluation, and recommendations for further treatment. Final determination of significance shall be made in consultation with the Port, and with the Native American community, if the finds are prehistoric. If no significant resources are found and site conditions are such that there is no potential for further discoveries, then no further action is required. If no significant resources are found but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required and shall be conducted in accordance with the provisions set forth in Step 4 - Monitoring. If significant resources are discovered during the testing program, then data recovery shall be undertaken prior to construction. The Port must concur with evaluation results before the next steps can proceed.</p>						

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
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**Step 3-Data Recovery**

For any site determined to be significant, a Research Design and Data Recovery Program shall be prepared, approved by the Port, and carried out to mitigate impacts before any activity is conducted which could potentially disturb significant resources. The archaeologist shall notify the Port of the date upon which data recovery will commence ten (10) working days in advance.

All cultural materials collected shall be cleaned, catalogued and permanently curated with an appropriate institution. All artifacts shall be analyzed to identify function and chronology as they relate to the history of the area. Faunal material shall be identified as species and specialty studies shall be completed, as appropriate. All newly discovered archaeological sites shall be recorded with the South Coastal Information Center at San Diego State University. Any human bones and associated grave goods of Native American origin shall, upon consultation, be turned over to the appropriate Native American group for reburial, in accordance with state regulations.

A draft Data Recovery Report shall be submitted to The Port within twelve months of the commencement of the data recovery. Data Recovery Reports shall describe the research design or questions, historic context of the finds, field results, analysis of artifacts, and conclusions. Appropriate figures, maps and tables shall accompany the text. The report shall also include a catalogue of all finds and a description of curation arrangements at an approved facility. Finalization of draft reports shall be subject to The Port Staff review.

**Step 4 – Monitoring**

If no significant resources are encountered, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required and shall be conducted in accordance with the following provisions and components:

**I. Prior to Permit Issuance**

**North Embarradero Visionary Plan  
Phase I Coastal Access Features Project  
Mitigation Monitoring and Reporting Program**

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>A. Construction Plan Check</p> <p>1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Permits and Building Permits, but prior to the first preconstruction meeting, whichever is applicable, the Port shall verify that the requirements for Archaeological Monitoring and Native American monitoring, if applicable, have been noted on the appropriate construction documents.</p> <p>B. Letters of Qualification have been submitted to the Port</p> <p>1. The applicant shall submit a letter of verification to the Port identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.</p> <p>2. The Port will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project.</p> <p>3. Prior to the start of work, the applicant must obtain approval from the Port for any personnel changes associated with the monitoring program</p> <p>II. Prior to Start of Construction</p> <p>A. Verification of Records Search</p> <p>1. The PI shall provide verification to the Port that a site-specific records search (1/4 mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was</p>						

Mitigation Measure(s) completed	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>2 The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.</p> <p>3 The PI may submit a detailed letter to the Port requesting a reduction to the 1/4 mile radius.</p> <p>B. PI Shall Attend Precon Meetings</p> <p>1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and the Port. The qualified Archaeologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.</p> <p>(a) If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with The Port, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.</p> <p>2. Archaeological Monitoring Plan (AMP)</p> <p>(a) Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Plan which describes how the monitoring would be accomplished for approval by the Port. The AMP shall include an Archaeological Monitoring Exhibit (AME) based on the appropriate construction documents (reduced to 11x17) to the Port identifying the areas to be monitored including the delineation of grading/excavation limits.</p> <p>(b) The AME shall be based on the results of a site-specific records search as well as information</p>						

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>regarding existing known soil conditions (native or formation).</p> <p>(c) Prior to the start of any work, the PI shall also submit a construction schedule to the Port through the RE indicating when and where monitoring will occur.</p> <p>(d) The PI may submit a detailed letter to the Port prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.</p> <p><b>III. During Construction</b></p> <p><b>A. Monitor Shall be Present During Grading/Excavation/Trenching</b></p> <p>1. The monitor shall be present full-time during soil remediation and grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. The Construction Manager is responsible for notifying the RE, PI, and the Port of changes to any construction activities.</p> <p>2. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the first day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to the Port.</p> <p>3. The PI may submit a detailed letter to the Port during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered may reduce or increase the potential for resources to be present.</p> <p><b>B. Discovery Notification Process</b></p>						

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>1. In the event of a discovery, the Archeological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.</p> <p>2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.</p> <p>3. The PI shall immediately notify the Port by phone of the discovery, and shall also submit written documentation to the Port within 24 hours by fax or email with photos of the resource in context, if possible.</p> <p>C. Determination of Significance</p> <p>1. The PI and Native American representative, if applicable, shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below.</p> <p>(a) The PI shall immediately notify the Port by phone to discuss significance determination and shall also submit a letter to the Port indicating whether additional mitigation is required.</p> <p>(b) If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from the Port. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.</p> <p>(c) If resource is not significant, the PI shall submit a letter to the Port indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.</p> <p>IV. Discovery of Human Remains</p>						

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>If human remains are discovered, work shall halt in that area and the following procedures set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:</p> <p>A. Notification</p> <ol style="list-style-type: none"> <li>1. Archaeological Monitor shall notify the RE or BI as appropriate, the Port, and the PI, if the Monitor is not qualified as a PI.</li> <li>2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.</li> </ol> <p>B. Isolate discovery site</p> <ol style="list-style-type: none"> <li>1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenience of the remains.</li> <li>2. The Medical Examiner, in consultation with the PI, shall determine the need for a field examination to determine the provenience.</li> <li>3. If a field examination is not warranted, the Medical Examiner shall determine with input from the PI, if the remains are or are most likely to be of Native American origin.</li> </ol> <p>C. If Human Remains are determined to be Native American</p> <ol style="list-style-type: none"> <li>1. The Medical Examiner shall notify the Native American Heritage Commission (NAHC). By law, only the Medical Examiner can make this call.</li> <li>2. The NAHC shall contact the PI within 24 hours or sooner, after Medical Examiner has completed coordination.</li> <li>3. NAHC shall identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.</li> <li>4. The PI shall coordinate with the MLD for additional consultation.</li> </ol>						

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>5. Disposition of Native American Human Remains shall be determined between the MLD and the PI, if:</p> <p>(a) The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 24 hours after being notified by the Commission; OR;</p> <p>(b) The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (K) by the NAHC fails to provide measures acceptable to the landowner.</p> <p>D. If Human Remains are not Native American</p> <ol style="list-style-type: none"> <li>1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.</li> <li>2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).</li> <li>3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the Museum of Man for analysis. The decision for interment of the human remains shall be made in consultation with the Port, the applicant/landowner and the Museum of Man.</li> </ol> <p>V. Night Work</p> <p>A. If night work is included in the contract</p> <ol style="list-style-type: none"> <li>1. When night work is included in the contract package, the extent and timing shall be presented and discussed at the pre-con meeting.</li> <li>2. The following procedures shall be followed. <ol style="list-style-type: none"> <li>(a) No Discoveries In the event that no discoveries were encountered during night work, the PI shall record the information on the CSV/R and submit to the Port via fax by 9am the following morning, if possible.</li> <li>(b) Discoveries All discoveries shall be processed and documented using the existing procedures detailed in Sections III-</li> </ol> </li> </ol>						

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>During Construction, and IV – Discovery of Human Remains</p> <p>(c) Potentially Significant Discoveries</p> <p>If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.</p> <p>The PI shall immediately contact the Port, or by 8AM the following morning to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.</p> <p>B If night work becomes necessary during the course of construction</p> <ol style="list-style-type: none"> <li>1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.</li> <li>2. The RE, or BI, as appropriate, shall notify The Port immediately.</li> <li>3. All other procedures described above shall apply, as appropriate.</li> </ol> <p><b>VI. Post Construction</b></p> <p>A Submittal of Draft Monitoring Report</p> <ol style="list-style-type: none"> <li>1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to the Port for review and approval within 90 days following the completion of monitoring; <ul style="list-style-type: none"> <li>(a) For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report</li> <li>(b) Recording sites with State of California Department of Parks and Recreation</li> </ul> </li> </ol>						

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.</p> <ol style="list-style-type: none"> <li>2. The Port shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.</li> <li>3. The PI shall submit revised Draft Monitoring Report to the Port for approval.</li> <li>4. The Port shall provide written verification to the PI of the approved report.</li> <li>5. The Port shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.</li> </ol> <p><b>B. Handling of Artifacts and Submittal of Collections Management Plan, if applicable</b></p> <ol style="list-style-type: none"> <li>1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued.</li> <li>2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.</li> <li>3. The PI shall submit a Collections Management Plan to the Port for review and approval for any project which results in a substantial collection of historical artifacts.</li> </ol> <p><b>C. Curation of artifacts: Accession Agreement and Acceptance Verification</b></p> <ol style="list-style-type: none"> <li>1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with the</li> </ol>						

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>Port and the Native American representative, as applicable.</p> <p>2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and the Port.</p> <p>D. Final Monitoring Report(s)</p> <p>1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to the Port (even if negative), within 90 days after notification from the Port that the draft report has been approved.</p> <p>The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from the Port which includes the Acceptance Verification from the curation institution.</p>						

**HAZARDOUS MATERIALS/PUBLIC SAFETY**

<p>1. A complete site contamination report in conformance with federal, state, and local regulations shall be completed for each subsequent project. The report shall include an existing conditions survey, detailed project description and specific measures proposed to preclude upset conditions (accidents) from occurring. If hazardous materials are identified, a risk assessment and remediation efforts shall be conducted in conformance with federal, state and local regulations.</p>	<p>Preparation, review and approval of remediation plan by County DEH. Field inspection to ensure site remediation is implemented in compliance with applicable laws and permits.</p>	<p>Port District City of San Diego</p>	<p>Prior to issuance of grading permit</p>	<p>Written evidence that the final site assessment has been reviewed and approved by the DEH.</p>	<p>Port District City of San Diego County of San Diego County of San Diego County of San Diego County of San Diego DEH</p>	
<p>2. To mitigate for soil or water contamination sources in areas suspected of containing hazardous materials storage systems, a site-specific soil/groundwater assessment shall be performed by a qualified geologist/hydrologist prior to soil disturbance in conformance with federal, state and local regulations. Such an assessment shall include collecting and analyzing soil and/or groundwater samples. The presence of soils or groundwater contamination shall be remediated, if necessary, according to applicable federal,</p>	<p>Consultation with County DEH prior to soil/groundwater sampling. Preparation, submittal and implementation of Remediation Plan. If required, for DEH review.</p>	<p>Port District City of San Diego</p>	<p>Prior to issuance of grading permit</p>	<p>Written evidence that the final site assessment has been reviewed and approved by the DEH.</p>	<p>Port District City of San Diego County of San Diego County of San Diego County of San Diego DEH</p>	

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
3. A site-specific survey to test for asbestos and lead-based paint in old buildings within the Project Area shall be performed under the direct supervision of a certified asbestos/lead-based paint consultant prior to demolition, renovation, or disturbance. If these materials are found, removal of these materials shall be in accordance with the consultant's recommendations.	Consultation with County DEH prior to testing program, and submittal or final report to DEH for review.	Port District City of San Diego	Prior to issuance of grading permit.	Written evidence that the final report on asbestos and lead-based paints has been reviewed and approved by the County DEH	Port District City of San Diego County of San Diego	
4. Site-specific informational review and geophysical survey, shall be conducted, if necessary, to identify locations of USTs. A contingency plan for removal and remediation shall be prepared that addresses contractor procedures in the event that an unknown UST is encountered during site redevelopment. Permits to operate or close tanks must be obtained by the tank owner or operator in conformance with Federal, state and local regulations.	Consultation with County DEH prior to survey for UST's	Port District City of San Diego	Prior to issuance of grading permit.	Written proof that the final site assessment has been reviewed and approved by the DEH. Issuance of DEH permits for removal and/or closure of USTs.	Port District City of San Diego County of San Diego County of San Diego DEH	
5. A Phase II investigation shall be conducted to test soils to determine if regulatory action and/or hazardous waste limits are exceeded. This investigation should include an assessment of human health risks associated with any detected concentrations of the contaminants of concern within areas proposed for development. If levels exceed typical regulatory action and/or waste limits or present a public health concern, the site shall be remediated per government regulations prior to site development.	Prepare Phase II Consultation with County DEH prior to implementation of Phase II report requirements	Port District City of San Diego	Prior to issuance of grading permit.	Written proof that the final site assessment showing compliance with the Phase II report requirements has been reviewed and approved by the DEH.	Port District City of San Diego County of San Diego County of San Diego DEH	

## WATER QUALITY

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>1. A project-specific geotechnical study by a qualified geologist/hydrologist shall be conducted prior to any dewatering activities to provide a detailed analysis and recommendations for site dewatering in conformance with federal, state and local regulations.</p>	Preparation of a dewatering plan approved by RWQCB. Field inspection to verify plan is implemented in compliance with applicable laws and permits.	Port District City of San Diego	Prior to issuance of demolition permits.	Written evidence that the final dewatering plan has been reviewed and approved by the RWQCB, in accordance with applicable laws and regulations. Implementation of a dewatering plan.	Port District City of San Diego County of San Diego RWQCB	
<p>2. In the event that dewatering should be required, the discharge shall meet the effluent limits specified by the RWQCB (Order No. 90-31) and Federal National Pollution Discharge Elimination System (NPDES) requirement. Order No. 90-31 includes a prohibition of the discharge of dewatering effluent to San Diego Bay for new permanent dewatering operations. If the effluent is discharged to the City of San Diego sewer system, then the effluent shall meet the effluent requirements of the City.</p>						
<p>3. Soil/groundwater testing shall be performed prior to soil disturbance in conformance with federal, state and local regulations, and subject to the approval of the jurisdictional agency (i.e., City of San Diego or Port District). Such an assessment shall include collecting and analyzing soil and/or groundwater samples. Soil or groundwater contamination shall be redeclared according to applicable federal, state and local regulations prior to development of the site. Implementation of BMPs to control erosion during construction shall be required regardless of whether or not the soil/groundwater is contaminated.</p>	Preparation and implementation of construction SWPPP. BMPs shall be documented on final grading plans.	Port District City of San Diego	Prior to issuance of demolition permits.	Copy of issued permit and field notes documenting permit condition implementation	Port District City of San Diego County of San Diego RWQCB	
<p>4. All earthwork activities shall be governed by the provisions of the NPDES general permit, which includes the preparation and implementation of a SWPPP and BMPs to control runoff and sedimentation during construction and post construction.</p>						
<p>5. Additional assessment of soil and/or groundwater shall be performed prior to soil disturbance in conformance with federal, state and local regulations.</p>		Port District City of San Diego	Prior to issuance of demolition	Issuance of grading permits constitutes completion of	Port District City of San Diego	

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
6. Remediation shall be conducted according to applicable Federal, State and local regulations prior to development of the site.			permits	this requirement.	County of San Diego	

**AIR QUALITY**

1. Enhanced dust control measures shall be implemented including: increased watering frequency at least twice daily, cover haul trucks or maintain at least two feet of freeboard, pave a site access apron and install wheel washers, sweep/wash public streets at the end of the work day, pave or regularly water all parking and staging areas, and suspend excavation when winds exceed 15 mph.	Preparation and implementation of dust control measures. Measures shall be documented on final grading plans.	Port District City of San Diego	Prior to issuance of grading permit	Issuance of grading permits constitutes completion of this requirement.	Port District City of San Diego	
2. Contaminated soil and asbestos/lead-based paint remediation procedures shall comply with all applicable rules and regulations of appropriate regulatory agencies. A survey to test for asbestos-containing building materials and lead-based paint shall be performed prior to demolition, renovation or disturbance of any existing building. All activities associated with asbestos shall be conducted under the direct supervision of a certified asbestos consultant.	Consultation with County DEH prior to testing program, and substantial or final report to DEH for review.	Port District City of San Diego	Prior to issuance of grading permit	Written evidence that the final report on asbestos and lead-based paints has been reviewed and approved by the County DEH	Port District City of San Diego County of San Diego	

**SEISMIC/GEOLOGIC HAZARDS**

1. A comprehensive geotechnical evaluation, which includes site-specific subsurface exploration and laboratory testing, shall be conducted prior to the site-specific design and construction of all structures. The evaluation's findings and recommendations shall be incorporated into all final building plans.	Preparation, review and approval of Geotechnical Report. Plan check, site inspection to verify all structures constructed in accordance with UBC and recommendations of Geotechnical Report.	Port District City of San Diego	Prior to issuance of building permit.	Issuance of building permit and site inspection/field notes documenting compliance.	Port District City of San Diego County of San Diego	
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Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>2. A site-specific fault evaluation study, which includes analysis of subsurface data, shall be prepared by a certified geologist for each human-occupancy structure during the design phase. The study shall reasonably demonstrate that there are no active faults below the structures.</p> <p>3. All structures shall be designed in accordance with the recommendation of the geotechnical evaluation, and with all applicable requirements of the Uniform Building Code (UBC) for Seismic Zone 4. Project specific design recommendations to limit structural damage or maintain function during an earthquake include foundation design parameters and specifications for deep foundations.</p> <p>4. All structures shall be reinforced and supported using ground modification (e.g., dynamic compaction) or deep foundation piles.</p> <p>5. Remedial grading or surcharging and monitoring by means of settlement monuments shall be incorporated into construction within the Project Area.</p> <p>6. To mitigate impacts associated with hydrostatic uplift, an evaluation of potential hydrostatic uplift activities during the time of geotechnical plan review regarding the design and construction of below-grade basement levels shall occur.</p> <p>7. All structural steel reinforcement shall be protected from the corrosive effects of the marine environment. Special consideration shall be given to the use of plastic pipe or heavy-gauge corrosion-protected underground steel pipe or culverts, if any are planned. Special concrete designs and other anti-corrosive design features shall be incorporated into the project to mitigate for the corrosive marine environment. A corrosion specialist shall be consulted for further recommendations if necessary.</p>						

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
8. Evaluation of the effect of dewatering on nearby structures shall occur during the design phase. Mitigation measures may include monitoring of ground surface elevations and adjacent buildings during dewatering.	Preparation of a dewatering plan approved by RWQCB. Field inspection to verify plan is implemented in compliance with applicable laws and permits.	Port District City of San Diego	Prior to issuance of demolition permits.	Written evidence that the final dewatering plan has been reviewed and approved by the RWQCB, in accordance with applicable laws and regulations. Implementation of a dewatering plan.	Port District City of San Diego County of San Diego RWQCB	
<b>UTILITIES/SERVICE SYSTEMS</b>						
1. The Port and the City of San Diego would be the project applicants and shall prepare a waste management plan with consultation with the City of San Diego Environmental Services Department (ESD) which shall also approve the plan. The waste management plan shall include the following elements:	Preparation and implementation of a solid waste management plan approved by City ESD.	Port District City of San Diego	Prior to issuance of demolition permits and building permits for construction debris. Prior to issuance of occupancy permit.	Issuance of demolition and building permit and site inspection / field notes documenting compliance.	Port District City of San Diego County of San Diego	
<ul style="list-style-type: none"> <li>The type and quantity of solid waste expected to enter the waste stream.</li> <li>Source separation techniques to be used and the location of on-site storage for separated materials as required by Municipal Code Section 101.2001.</li> <li>The method of transport and destination of separated waste and/or construction debris not re-used on site.</li> <li>A "buy-recycled" program for the project.</li> <li>An impact analysis spreadsheet completed by as ESD analyst. A copy of the waste management plan shall be</li> </ul>						

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>submitted to ESD and the Port District. With respect to construction/demolition debris, the amount of this material being deposited in the landfill could be reduced by implementing any or all of the following mitigation techniques</p> <ul style="list-style-type: none"> <li>• Onsite re-use of demolition material in the construction of the development activities</li> <li>• Separating construction debris for recycling/reuse by others.</li> </ul> <p>Consistent with mitigation requirements of the MLIR, the Port shall conduct an assessment of potential sources of hazardous materials within the Proposed Project area prior to construction. If hazardous materials are located recommendations for appropriate disposal of these materials following demolition or renovation activities will be identified.</p>						

**ATTACHMENT B**  
**Coastal Consistency Evaluation**

## **Coastal Consistency Evaluation for the NEVP Phase 1 Coastal Access Features Project**

### **Project Summary**

The Project is the implementation of a portion of the North Embarcadero Visionary Plan (NEVP). The NEVP Phase 1 Coastal Access Features Project (Project) components within the jurisdiction of the Port occur along North Harbor Drive between F Street and Grape Street and along West Broadway between North Harbor Drive and Pacific Highway. Physical improvements consisting of roadway realignment and Esplanade improvements are located between the B Street and Broadway piers. To accommodate the realignment, transition areas consisting of restriping existing pavement will be provided from Broadway Pier south to F Street and from B Street Pier north to Ash Street. No improvements will be undertaken between Ash Street and Grape Street. At the North Harbor Drive and Grape Street intersection restriping to provide a third left-turn lane on southbound North Harbor Drive will be provided. The components along West Broadway between North Harbor Drive and Pacific Highway consist of median and storm water improvements.

The realigned road would enable construction of an approximately 105 foot wide Esplanade starting at the south edge of B Street Pier to the north edge of the E Street Pier. The Esplanade would include a continuous bayfront promenade along the water's edge, storm water treatment system, a running/walking path, improved landscaping and structural architecture, and a public plaza at the foot of West Broadway flanked by formal gardens. Two open shade pavilions would be constructed on the eastern portion of the Esplanade, under which ticket kiosks, an information building, and a walk-up café would be relocated from their current locations at the edge of the bulkhead. In addition, a public restroom, designed as public art, would be constructed on the eastern portion of the Esplanade south of the future C Street alignment. Landscaping enhancements include rows of majestic palms and groves of jacaranda trees. Parallel parking along the curb of North Harbor Drive would be provided and four travel lanes would be maintained until the realignment of the roadway is entirely completed and B Street is connected through to Pacific Highway. At that time, the number of travel lanes will be reduced to three and an increased number of parking spaces will be provided along the curbside by converting from parallel to diagonal parking.

No changes in existing land uses as described in the approved Port Master Plan (PMP) are associated with the Project.

### **Project Rationale**

The Project is the first phase of the public space expansion set out in the NEVP and will act as a catalyst for undertaking the remainder of the NEVP. The Project location was chosen for the first phase because it is the area that has the highest existing public pedestrian activity. Implementation of the Project will provide expanded public space.

The Project includes an increased 30-foot wide pedestrian promenade area, with public art paving design, cleared of structures, and complete with new furnishings. A new plaza area will be installed with moveable bollards that enable plaza use separate from vehicular traffic in one configuration and reconfigured to provide safe vehicular access and pedestrian caution when a cruise ship is berthed. Shade and seating are provided within new formal gardens coordinated with the landscape scheme. A new and more intense public art program is provided with permanent features such as the promenade paving pattern, the restrooms and pavilions with integrated art in the design. New public restrooms with an art design will be installed, which will provide interest and comfort for pedestrians. Implementation of the Project will relocate existing ticket kiosks, bayside café, and an information building away from the water's edge to a more central and accessible location within the Esplanade. Implementation of the Project will provide a water quality band, the first bio-filtration treatment of storm water runoff on the Embarcadero. The Project includes a new landscaped raised median down West Broadway with interesting lighting and tree selections coordinated with those along North Harbor Drive.

The Project has been designed to connect the San Diego Bay with the uplands of downtown San Diego, which is a key concept of the NEVP and an important part of the Centre City Embarcadero Precise Plan in the Port Master Plan (PMP). The NEVP was envisioned without the benefit of surveys. Since completion of the NEVP the District and participating agencies have undertaken surveys identifying below grade infrastructure (utilities etc.) that have necessitated design modifications. The NEVP was envisioned with assumptions that the District would acquire additional lands. The alliance that created the NEVP no longer exists and the District has not acquired the lands that would be necessary to create improvements that match the vision exactly. The NEVP was also envisioned prior to the federal security requirements implemented in the wake of the 9-11 terrorist attacks. The security requirements place substantial responsibility on the District to maintain, or be able to maintain, separation of public pedestrian and bay tour activities from cruise ship activities on the piers. The requirement to separate these coexisting activities on the Embarcadero, while maintaining enjoyment of visitors, cruise ship passengers, and bay tour customers, has resulted in additional consideration modifications in the design for public space improvements.

The first phase has been designed with four lanes of vehicular travel to enable transition to the roadway portions not being realigned. This design is convertible to provide three lanes for vehicular travel as envisioned in the NEVP and referenced in the PMP. The conversion will be achieved by providing parallel curbside parking in the first phase, which will be restriped as angular parking once the remainder of the roadway is realigned. The right-of-way for the roadway between B Street and E Street piers will not be altered after the implementation of the first phase.

## Project Description

### Roadway Improvements

#### *North Harbor Drive*

- Realign North Harbor Drive between the northern edge of the "B" Street Pier and the southern edge of Broadway Pier, eastward of its present location;
- Provide an approximately 74 feet roadway within the existing 200-foot North Harbor Drive right-of-way.
- Provide two (2) travel lanes in each direction (north and south) and a turn lane. Harbor Drive under the Proposed Project would be four lanes to allow connection of the realigned roadway to existing Harbor Drive;
- Remove existing street and off-street public parking spaces;
- Provide street parking spaces along the North Harbor Drive curb;
- Provide a transition area north of B Street to the south side of Ash Street, to enable traffic movement through existing segments of North Harbor Drive north of Ash Street and the proposed realignment;
- Provide a transition area south of West Broadway to the north side of F Street to enable traffic movement through existing segments of North Harbor Drive south of F Street and the proposed realignment;
- Re-stripe North Harbor Drive from the south side of Ash Street to the north side of F Street to accommodate realignment and transition areas;
- Provide a six-foot sidewalk on the west side of North Harbor Drive;
- Provide Transportation Hubs either side of North Harbor Drive, north of West Broadway that include facilities such as transit and shuttle stops, signage, information, bicycle storage, and passenger loading areas;
- Relocate existing traffic signals to accommodate the re-aligned Harbor Drive;
- Relocate underground and above ground utilities as part of the Harbor Drive realignment; and
- Remove or re-locate sewer pump station(s).

#### *North Harbor Drive/Grape Street Intersection*

- Re-stripe (from 100 feet north of Hawthorn Street to 100 feet south) the southbound lanes of North Harbor Drive to add a third left-hand turn lane at the Grape Street intersection with corresponding adjustments to the existing traffic signals.

#### *West Broadway*

- Reconstruct West Broadway from North Harbor Drive eastward to Pacific Highway;
- Lower a high point in the roadway of West Broadway between North Harbor Drive and Pacific Highway; and
- Provide a raised median in West Broadway.

## Esplanade Improvements

### *Esplanade*

- Provide an approximately 105 feet wide Esplanade between the North Harbor Drive roadway and the Bay, from the northern edge of the E Street Pier (Navy Pier) to the southern edge of the B Street Pier;
- Provide the following zones and public amenities within the Esplanade:
  - a continuous bayfront promenade,
  - storm water treatment system,
  - a running/walking path, improved landscaping and structural architecture, a public plaza at the foot of West Broadway, and
  - formal gardens on the north and south sides of the open space plaza located at the foot of West Broadway;
- Install landscaping and lighting enhancements throughout the Esplanade;
- Install new street furniture including items such as benches, chairs, tables, bike racks, bollards, drinking fountains and news racks throughout the Esplanade;
- Installation of trash and recycling bins along the Esplanade;
- Ticket collection/entrance to existing floating docks;
- A comprehensive 'way-finding' sign program including interpretive, informational identification, regulatory, directional and gateway signs along the Esplanade;
- Provide two open shade pavilions approximately 80 feet long, 70 feet wide, and 18 feet in height on the eastern portion of the Esplanade;
- Relocate five ticket kiosks with new approximately 23 feet long, 11 feet wide, and 12 feet tall structures on the eastern portion of the Esplanade beneath shade pavilions;
- Relocate existing San Diego Convention and Visitors Bureau information building with a new approximately 48 feet long, 14 feet wide, and 16 feet tall structure on the eastern portion of the Esplanade beneath shade pavilions;
- Relocate existing walk-up café building with a new approximately 35 feet long, 9 feet wide, and 16 feet tall structure on the eastern portion of the Esplanade beneath shade pavilions;
- Provide a restroom approximately 40 feet long, 18 feet wide and 12 feet tall on the eastern portion of the Esplanade south of C Street; and
- Provide an approximately nine-foot wide running/walking path near the eastern edge of the Esplanade.

### *Promenade*

- Provide a continuous 30-foot wide bayfront promenade adjacent to the Bay, for mixed pedestrian and bicycle use;
- Install railings where necessary for public safety along the bayfront promenade; and
- Install marine-related hardware, including cleats and bollards, or keep in place to preserve and enhance water-dependent uses such as harbor tour and transient vessel berthing public along the bayfront promenade.

*Public Art*

- Implement a Public Art program throughout the Esplanade, including restroom design, shade pavilions design, and the hardscape design of the promenade.

*Plaza*

- Construct an approximately 16,000 square feet open space plaza on the Esplanade between the head of Broadway Pier and the intersection of West Broadway and North Harbor Drive.

*Water Quality*

- Storm water drainage system improvements along North Harbor Drive including biological or structural water treatment within an eight foot 'water quality band' along the Esplanade on the east side of the bayfront promenade and structural treatment within a narrow 'water quality trim' along the western edge of the bayfront promenade; and
- Two storm drain outlets that directly discharge into the bay may be constructed. One outlet will discharge storm water drainage from the northern portion of the water quality band between B Street and Broadway Pier. The maximum discharge from the outlet in the northern portion of the Water Quality Band would be four cubic feet per second. A second outlet will discharge storm water drainage from the southern portion of the Water Quality Band between Broadway Pier and the Navy Pier. The maximum discharge from the outlet in the southern portion of the Water Quality Band would be 3.33 cubic feet per second. New outlets may not be required as there are a number of existing outfalls through the existing bulkhead located beneath the existing Promenade, which are no longer in use and may be used instead.

*Americans with Disability*

- Grade the Esplanade to achieve a cross slope of one to one and one-half percent from North Harbor Drive to the Bayfront.

**CONSISTENCY WITH CERTIFIED PORT MASTER PLAN**

**Port Master Plan – Precise Plan Maps**

The Project includes improvements located within the Civic Zone and Crescent Zone subareas (33 and 32) of Planning District 3, Centre City Embarcadero, which is delineated on Precise Plan Map Figure 12 of the PMP. The Project would widen and enhance the promenade and esplanade from the south side of B Street Pier to the northern edge of the E Street Pier, which is consistent with the Centre City Embarcadero Precise Plan Map (Figure 11) in the PMP that shows promenade and park plaza designations along the entire waterfront of the Civic Zone. The realignment

of North Harbor Drive and improvements to West Broadway are consistent with suitable amenities allowed within dedicated streets and park plaza designations in the PMP.

The Project includes construction of a thirty-foot wide continuous promenade between the B Street and E Street piers, consistent with the Promenade alignment shown on the Centre City Embarcadero Precise Plan Map (Figure 11 of the PMP). The Project also includes provision of an approximately 105-foot-wide Esplanade within which public art pieces, restrooms, formal gardens, a water quality band, a running path, and structures relocated away from the water's edge, will be provided. The Esplanade and these amenities are consistent with the Park/Plaza designation shown on the Precise Plan Map (Figure 11 of the PMP) and will extend between the B Street and E Street piers.

The Project includes construction of the Broadway Plaza, as shown on PMP Planning District 3 Precise Plan (Figure 11), as a rectangular shaped plaza. As a result, a segment of North Harbor Drive with views over the waterfront and Bay would have a straight alignment whereas the PMP Planning District 3 Precise Plan (Figure 11) shows a curved road. While the plaza at the foot of Broadway is proposed as rectangular, the proposed configuration is consistent with existing conditions, the limitations of District property, the existing wharf area, and the allowable land use designations as described in the PMP.

The oval depicted on Figure 11 is not a specific project design, but rather a conceptual, illustrative, designation of land uses within the Phase 1 Project area. Translating the oval land use designation into an oval park plaza design would have required the District to acquire Navy property (southeast corner of Broadway/North Harbor Drive intersection) and remove existing Navy buildings, renegotiate the Lane Field lease, amend the California Coastal Commission Coastal Development Permit issued for Lane Field (northeast side of Broadway/North Harbor Drive intersection), and cause hitherto unevaluated impacts of constructing new wharf area over currently un-shaded waters of the Bay. Because the geometry cannot be achieved in half all of these precursors would be necessary to implement an oval.

The PMP (page 27) defines Park/Plaza as a "use category designating landscaped urban type recreational developments and amenities." The description of Park Plaza in the PMP also identifies the recreational facilities frequently associated with this land use designation, including:

"... public fishing piers, boat launching ramps, beaches, historic and environmentally interpretive features, public art, vista areas, *scenic roads* [emphasis added], bicycle and pedestrian ways."

The District redesigned the rectangular plaza at the foot of Broadway in a manner that maintains the same level of park plaza land use area available to the public as that discussed in the PMP. This is achieved with setbacks along West Broadway that the developers on the north and south sides will implement. The reconfiguration results in the scenic North Harbor Drive having an alignment within the oval depicted on Figure 11

of the PMP. Because Harbor Drive is a scenic coastal roadway, and because such roadways fall within the Park/Plaza land use designation, the configuration of Harbor Drive and the Broadway Plaza at the West Broadway intersection does not require changes to the Precise Plan Map (Figure 11 of the PMP) and would not affect the area associated with the Park/Plaza described in the PMP.

The text of the PMP does not require an oval configuration, nor does the description of the Proposed Project found in the project list specify that the park shall be oval. Moreover, Figure 11 of the Precise Plan depicts only land uses and is illustrative; it does not depict engineering or architectural designs. That level of detail goes beyond what is typically required in such a plan. The PMP (page 1) clearly states that precise plans such as those depicted on Figure 11 are "...maps pertaining to subareas of the bay illustrating Land and Water Use allocations that are planned for each area." While the name "precise plans" infers greater detail than a general plan, the PMP itself limits that detail to the identification of general land and water uses only. No reference is made to, nor does the PMP require that, the Proposed Project design reflect the shape of the land use designations depicted in illustrations such as Figure 11 and no specifics regarding size are provided. The plaza included in the Project will be part of a larger civic space (referred to as Broadway Hall) that includes park plaza areas on the Broadway Pier, Navy property, and Lane Field leasehold that will be capable of accommodating large scale public events and celebrations including festivals and parades.

#### **Port Master Plan - Precise Plan Text**

Note: Various specific Project components, such as the improvements on West Broadway Street, are applicable to multiple Precise Plan Text sections. Therefore, Project components are repeatedly referenced in each applicable Precise Plan section discussed below.

#### Port Master Plan Page 58

The PMP (Page 58) states: "The Embarcadero of San Diego is the downtown waterfront area for an urban region of over 2.7 million people. The pierside maritime activities of commercial fishing boats, merchant ships, Navy vessels and pleasure craft contribute to the fabric of the Embarcadero." Implementation of the Project will increase public access between "B" Street Pier and E Street Pier by increasing the space for public enjoyment without reducing the pierside maritime activities, including water taxis, cruise ships, recreational boats, and bay tour vessels, which contribute to the fabric of the Embarcadero. The Broadway Plaza is a hardscaped urban park with benches, signature paving, and postcard views of San Diego Bay and Downtown. The materials and design also facilitate vehicular access and provide traffic control on Broadway Pier when cruise ships are in port. The promenade has been designed to facilitate access to the boarding gates and gangways of the bay tour operators. In some locations, this includes an edge condition suitable for commercial vessels to tie up directly to the wharf. These improvements have been designed to allow public access to the water's edge while not

adversely affecting waterside commercial activity. The need of the landside to support maritime activities is achieved through the design of the plaza, roadways and pier access, which must accommodate vessel provisioning and take into account changes in federal homeland security requirements. The Port is responsible for implementing security requirements since 9-11 that separate pedestrian and bay tour activities from cruise ship activities when cruise ships are berthed.

Page 58 of the PMP states: "The specific recommendations of the Visionary Plan that pertain to Port District land and water areas within the Planning District 3 Precise Plan area are incorporated into the Master Plan." This statement refers to the fact that the text of the PMP was amended to incorporate the specific recommendations of the NEVP that are applicable to the District's jurisdictions; the Visionary Plan in its entirety is not incorporated by reference. The PMP map for Planning District 3 (Figure 11) was also amended to illustrate the locations of use designations conceived in the NEVP. The drawings, as well as the overall intent, of the NEVP are conceptual and illustrative as indicated on pages 1<sup>1</sup> and 7<sup>2</sup> of the NEVP.

Page 58 of the PMP also states: "The basic concept of the redevelopment of the Embarcadero is to create a unified waterfront, both visually and physically, which creates an overall sense of place. In this concept, the Embarcadero becomes a pedestrian spine along which commercial and recreational activities are located." The Project enhances the pedestrian spine with a new 105-foot wide esplanade extending from the south edge of B Street Pier to the north edge of the E Street Pier along North Harbor Drive. The esplanade includes an approximately 30-foot-wide promenade, an integrated public art program, public restrooms, formal gardens, a water quality band, a running path, and structures relocated away from the water's edge. These Project improvements are intended not only to create a sense of place, but to "activate" the public spaces. The Project will result in improvements to West Broadway such as providing a raised landscaped median and lowering the existing crest (high point) in the road. The existing crest in the road currently obscures views of the Bay, the removal of the crest will open up views toward the Bay from downtown and the landscaped median will frame and draw attention towards the Bay.

The Project improvements along North Harbor Drive are integrated with the design of improvements along West Broadway and the adjacent Lane Field site, Navy Broadway Complex site, Bosa development site, and Irvine Company development site to create a unified waterfront, a connection from downtown to the Bay, and a magnified sense of place. A Uniform Control Plan has been prepared as a result of coordinated efforts between the public agencies and private developers within the Project limits and the immediate vicinity. The Uniform Control Plan establishes the engineering horizontal and

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<sup>1</sup> "The purpose of the Plan is to establish a concept for public improvements, and strategies to finance them, befitting the setting and regional significance of the area, and to guide private development in a way that optimizes property values and reinforces the public realm."

<sup>2</sup> "The North Embarcadero Alliance Visionary Plan establishes the location and character of public plazas, parks, piers, and other public amenities;"

vertical benchmarks and parameters for hardscape and landscape features and is a vehicle to facilitate coordinated design by all parties. The NEVP Design Team, under the direction of the JPA, has directed that the developers have prepared designs for their respective developments that are orchestrated through the Uniform Control Plan. This coordinated design effort is intended to insure conformance, generate a unified sense of place and transform West Broadway as the "Grand Hall" connection between the Bay and downtown San Diego. All development plans in this area will be reviewed and approved by the JPA member agencies. The Uniform Control Plan achieves a unified sense of place by: establishing setbacks along Broadway; separating joggers and pedestrians; identifying tree lines and landscape areas including the raised median along West Broadway that draws attention down towards the Bay; and incorporates public art into public spaces.

#### Port Master Plan Page 59

Page 59 of the PMP states: "The Visionary Plan proposes to revitalize San Diego's downtown waterfront through a concept for public improvements and by guiding development to optimize property values, public access opportunities and priority waterfront and water-dependent uses." This language clearly describes the nature and purpose of the Visionary Plan. First, it is a "concept for public improvements". This does not mean that the Visionary Plan is a precise public improvement plan which constitutes the exact template which subsequent development would follow. At the time the NEVP was first prepared, the constraints were unknown. Using the PMP and the Visionary Plan as a guide, the Project improvements optimize public access by moving all structures along the wharf eastward away from the water's edge and providing shaded areas through the use of structures and tree groves. The Project improvements optimize public access by providing a 105-foot-wide Esplanade with a 30-foot-wide pedestrian and bike path, nine-foot-wide jogging path, relocating buildings away from the water's edge, and a 16,000 square-foot plaza area at the foot of Broadway clear of obstacles suitable for public gatherings, when cruise ships are not berthed at the Broadway Pier. The plaza feature has also been designed to optimize priority waterfront and water-dependent uses on Broadway Pier with incorporation of moveable bollards. The moveable bollards can be arranged to allow vehicular access to Broadway Pier and safe crossing for pedestrians during cruise ship berths, or arranged to prevent vehicular access to the plaza leaving it clear for pedestrians when cruise ships are not berthed at the Broadway Pier.

The PMP (page 59) states: "North Harbor Drive, Broadway, Ash Street, and Grape Street are envisioned as active pedestrian linkages to the Bay from upland areas." The Project provides median and curb improvements, as well as lowering of a high point along West Broadway between the railroad right of way and North Harbor Drive. Removal of this high point will improve both visual and pedestrian access down Broadway. Crosswalks will be available at the West Broadway intersection and at the "C" Street view corridor. Additionally, West Broadway terminates in a public plaza which links pedestrians to north-south circulation along the esplanade and improves access to the Bay from upland areas. The Project esplanade along North Harbor Drive includes

an approximately 30-foot-wide promenade, an integrated public art program, public restrooms, formal gardens, a water quality band, a running path, and structures relocated away from the water's edge. These Project improvements are intended not only to create a sense of place, but to "activate" the public spaces.

Port Master Plan Page 63

The PMP (page 63) states: "The zone of highest activity is the Civic Zone from Ash Street to Broadway. This zone reflects its waterfront orientation, with operating piers extending into the bay, Navy facilities, commercial fishing activity, and historic sailing vessels. Its physical relationship to Centre City attracts large numbers of people and the future development of both areas is integrated by the Visionary Plan." The Project commences the integration of the downtown and waterfront areas by providing improvements and integrated designs for the intersection of North Harbor Drive and West Broadway as well as segments of those roads extending from the intersection. The Project will result in improvements to West Broadway such as providing a raised landscaped median and lowering the existing crest in the road. The existing crest in the road currently obscures views of the Bay, the removal of the crest will open up views toward the Bay from downtown and the landscaped median will frame and draw attention towards the Bay. The Project is the first step toward extending the downtown street grid to San Diego Bay, consistent with the NEVP, the PMP, and Downtown's Community Plan. The Project has been designed and coordinated with the Broadway Pier design to allow continued safe and secure Broadway Pier operation while enhancing its public access and use.

The PMP (page 63) states: "The landscaped esplanade and streetscape improvements mentioned in the Crescent Zone will be continued along North Harbor Drive and Pacific Highway through the Civic Zone." The referenced improvements mentioned in the Crescent Zone are stated on page 60 of the PMP, as follows: "An esplanade at least 25-foot wide, bayward of Harbor Drive, will be added from Laurel Street to Grape Street. North Harbor Drive will be narrowed to three lanes to reduce through traffic. The unused right-of-way will be developed with landscaped promenades, parks and plazas." The Project commences the landscaped esplanade and streetscape improvements, providing an approximately 105-foot wide esplanade that includes a 30-foot wide promenade, nine-foot wide running/walking path, storm water treatment system, and improved landscaping and structural architecture – from the south edge of B Street Pier to the north edge of the E Street Pier. The Project establishes the street width of North Harbor Drive that will enable restriping to a three-lane road once the realignment is complete and B Street is connected through to Pacific Highway, changing proposed parallel on-street parking to diagonal on-street parking.

Page 63 of the PMP states: "The esplanade expands into plazas at Beech and Ash Streets, B Street Pier, and Broadway Pier. These plazas will be designed to provide open space, sitting and strolling areas for tourists and nearby workers, and to increase the sense of destination for Embarcadero visitors." The Project provides a hardscape public pedestrian plaza area that has public gathering and seating opportunities with

expansive Bay views at the foot of Broadway Pier. The plaza would be available to the public all the times cruise ships are not berthed at the Broadway Pier. Plazas at Beech Street, Ash Street, and B Street Pier are not part of the Project.

Page 63 of the PMP also states: "Passive green spaces (parks) are proposed between the plazas on the esplanade, providing recreational opportunities and places for people to relax, play, and enjoy Bay views." The Project provides formal gardens and tree groves either side of the Broadway plaza along the 105-foot wide esplanade and seating opportunities for people to relax, play, and enjoy the views of the Bay. The Project esplanade includes an approximately 30-foot-wide promenade, an integrated public art program, public restrooms, formal gardens, a water quality band, a running path, and structures relocated away from the water's edge. These Project improvements are intended not only to create a sense of place, but to "activate" the public spaces.

The PMP (page 63) states: "The promenade is a continuous 25-foot-wide paved area adjacent to the water's edge. The wharf side remains clear of objects or furnishings that would block Bay views. A delicate string of lights, a planting area with tall palms, and a 10-foot-wide bike path border the landward side of the promenade (See Figure 5.3 of the Visionary Plan)." The Project includes a 30-foot-wide multi-use (pedestrian and bicycles) paved promenade adjacent to the water's edge, integrating the promenade and bike path. All structures and furnishings are situated eastward of the promenade (i.e. away from the wharf side). The Project also includes delicate LED (light emitting diode) lighting. Tall palms will be planted along the landward side of the esplanade.

The referenced Figure 5.3 of the NEVP is an illustrative plan that shows a representative cross section from an undefined point along the envisioned approximately 1.5 mile long esplanade and roadway along North Harbor Drive. The cross section is typical, not prescriptive, and it could not be prescriptive because the actual width of the esplanade and right-of-way varies at different sections of the esplanade and right-of-way, such as where structures would exist, where access to piers is necessary, etc. The text of the PMP deliberately establishes the minimum for the breadth of the esplanade (no less than 100 feet) in recognition of the substantial length of esplanade and the diversity of hardscape and softscape elements conceived. The cross section merely establishes representative project elements, a suggested order to those elements, and the general aesthetic intent of the esplanade and roadway as envisioned. As described, the Project includes all of the elements shown within the cross section, in order, and refines, while remaining consistent with, the general aesthetic intent.

The PMP (page 63) states: "The Visionary Plan proposes public right-of-ways aligned with existing downtown streets through development parcels, including Lane Field. These right-of-ways include pedestrian and vehicle traffic, view corridors, parking and service access. The right-of-ways shall be a minimum of 80-foot-wide with the character of a public street, and would enhance the physical and visual access to the Bay." The Project is designed with consideration for the view corridor for the future alignment of C

Street. All of the improvements that comprise the Project are public improvements that increase the public character of the area and the view corridor along the future alignment of C Street. Although the restroom extends approximately five feet north into the prolongation of the realigned C Street view corridor through Lane Field, that extension is not inconsistent with the purpose or character of a view corridor generally, as described in the NEVP, or as identified in the PMP. No adopted applicable document describes or infers that nothing should be located within the view corridors; rather, they should not be obscured. The five foot extension into the view corridor will be imperceptible to the public and is insignificant in the context of upland views. Views would not be obscured as a result. Furthermore, the restrooms as designed are public art which further enhances the public character of the view corridor. The public art of the restrooms is particularly suitable because upland reaches of C Street, including the Lane Field and Irvine Company projects on the west and east sides of Pacific Highway will integrate public art into the C Street view corridor sections that cross their sites. The Project will increase the inter-relationship of the Bayfront with upland areas and the public art restrooms will continue the public art theme of C Street from the uplands to the water.

#### **Port Master Plan – Precise Plan Table (List of Projects)**

The Project consists of components of the project listed on Table 11 Project list for Centre City/Embarcadero Planning District 3 of the PMP as #4. North Embarcadero Redevelopment: (a) Visionary Plan public improvements, (b) esplanade, (c) street improvements, and (f) park and plaza areas. Phase 1 improvements provide:

- (a) public improvements such as public restrooms, new sidewalks, palm trees, shade pavilions, formal gardens, tree groves, storm water runoff treatment, new curb and gutters, relocation of North Harbor Drive, new median along West Broadway;
- (b) esplanade improvements (from the south edge of B Street Pier to the north edge of the E Street Pier ) such as expanding the esplanade to 105 feet in width, providing enhanced hard and land-scape park/plaza areas, storm water and irrigation runoff treatment, nine-foot-wide decomposed granite run/walk path, 30-foot wide promenade, lighting, and seating;
- (c) street improvements such as eliminating the high point in West Broadway, providing enhanced ADA-compliant pedestrian crossings as well as safer vehicular geometrics and parking; constructing landscaped medians in West Broadway with signature lighting; and
- (f) a hardscape public pedestrian plaza area that has public gathering and seating opportunities with expansive Bay views at the foot of Broadway Pier. The plaza would be available to the public all the times cruise ships are not berthed at the Broadway Pier. Even when cruise ships are berthed at Broadway Pier, pedestrians, runners, and bicyclists will be able to

circulate north-south through Broadway Plaza through the safety and security controls provided by the moveable bollards at the plaza's edges. Park and plaza areas are provided not only on the public promenade, but on the adjacent private leasehold properties as well.

### **Determination**

The Project is located between the sea (as defined in the Coastal Act) and the first inland continuous public road paralleling the sea. The Project is not considered "Excluded" under the District's Coastal Development Permit Regulations (Regulations). In accordance with the Regulations, the Project is "Appealable" because it does not qualify as a "Non-Appealable" or "Emergency" development. Appealable Coastal Development Permits (CDP) can be appealed to the California Coastal Commission within 10 working days of the Coastal Commission's receipt of the CDP.

Copies of the Categorical Determination, CDP application, and draft CDP (Attachment A) have been provided to the Board. Special conditions are incorporated into the draft CDP to ensure Project conformance with the NEVP Master EIR mitigation requirements as set out in the Initial Study and Addendum.

## **CONSISTENCY WITH CALIFORNIA COASTAL ACT CHAPTER 3**

### **ARTICLE 2-PUBLIC ACCESS**

The Project is consistent with Sections 30210, 30211, 30212, 30212.5, 30213, and 30214. The Project is located adjacent to coastal resources. The closest existing coastal access and recreational amenities consist of the promenade along the downtown waterfront on the west side of North Harbor Drive, which is adjacent to the Project. In addition to the promenade, piers open to the public, public restaurants, the USS Midway Aircraft Carrier Museum, Maritime Museum, landside tours, and long and short term watercraft experiences (cruises and tours) are available to the public along the promenade in the vicinity of the Project. These existing amenities will not be adversely impacted by the Project and will likely benefit from the enhanced pedestrian waterfront that would result from the Project.

The Project will enhance access and recreational opportunities for the general public consistent with public safety needs and the public's right of access to the sea by providing park/plaza areas, an expanded promenade, restrooms, seating, garden areas, shade pavilions, and sidewalks as well as replacement information building, kiosks, and a cafe.

Public pedestrian access constitutes the purpose of the Project and would be achieved or enhanced by:

- Providing an approximately 105 feet wide Esplanade between the North Harbor Drive roadway and the Bay, from the northern edge of the E Street Pier (Navy Pier) to the southern edge of the B Street Pier;
- Providing the following zones and public amenities within the Esplanade: a continuous bayfront promenade, storm water treatment system, a running/walking path, improved landscaping and structural architecture, a public plaza at the foot of West Broadway, and formal gardens on the north and south sides of the open space plaza located at the foot of Broadway;
- Implementation of a Public Art program throughout the Esplanade;
- Providing landscaping and lighting enhancements throughout the Esplanade;
- Installing new street furniture including items such as benches, chairs, tables, bike racks, bollards, drinking fountains and news racks throughout the Esplanade;
- Providing two open shade pavilions approximately 80 feet long, 70 feet wide, and 18 feet in height on the eastern portion of the Esplanade;
- Providing a restroom approximately 40 feet long, 18 feet wide and 12 feet tall on the eastern portion of the Esplanade south of C Street;
- Providing a continuous 30-foot wide bayfront promenade adjacent to the Bay, for mixed pedestrian and bicycle use;
- Installing railings where necessary for public safety along the bayfront promenade
- Providing an approximately nine-foot wide running path near the eastern edge of the Esplanade made of decomposed granite, which is better for running; and
- Providing an approximately 16,000 square feet open space plaza on the Esplanade between the head of Broadway Pier and the intersection of West Broadway and North Harbor Drive.

Public access to the existing promenade, sidewalks, and facilities along North Harbor Drive within the Project limits will be temporarily unavailable during construction. Detours will be signed and provided as necessary to ensure the safety of pedestrians. The detour will be removed as soon as construction clears and the sidewalks, including the enhancements to public access described above, are re-opened.

The existing approximately 170 public parking spaces would be displaced by the Project and replaced with commercial loading and unloading zones to service both land and water-dependent uses along with transit stops and parallel street parking along the curb of North Harbor Drive providing approximately 24 spaces. The conversion of public parking from metered spaces to commercial zones and transit stops results in a net decrease of public parking in the Phase 1 area. However, this decrease was identified and mitigated as part of the NEVP and the associated amendment to the PMP. To compensate, public parking serving the North Embarcadero area will be provided in accordance with the NEVP Parking Management Plan(s) as required by the NEVP Master EIR. Since the time of the NEVP and Master EIR, 300 public parking spaces have been provided on the E Street (Navy) Pier. The NEVP Parking Management Plan(s) shall be completed prior to the commencement of Project construction. The NEVP Parking Management Plan includes a measure that uses pricing as a method for

affecting the availability of short-term parking that would be implemented in the short-term. This measure is designed to maintain the availability of short-term parking spaces. As approved by the Coastal Commission, the Lane Field Project included 300 on site public parking spaces in addition to those required to serve the hotels, retail and restaurant uses. Additionally, once the Harbor Drive roadway cross section is converted to provide three lanes of vehicular traffic rather than four, the parallel curbside parking will be changed to angular curbside parking, potentially increasing the number of spaces up to 58.

During construction, no public parking will be available onsite. Public parking in the immediate vicinity will be available, including on the Lane Field property until commencement of construction, the former E Street Pier, and metered parking south of the E Street Pier. Construction parking will be provided both on-site and off-site on a property to be chosen based on its proximity to the Project site and to public transportation.

#### **ARTICLE 3-RECREATION**

The Project is consistent with Section 30220, 30221, 30222, 3022.5, 30223, and 30224. The Project will not adversely impact coastal areas suited for water-oriented recreational activities; oceanfront land suitable for coastal dependent aquaculture; upland areas necessary to support coastal recreational uses; or recreational boating use of coastal waters. The Project will enhance oceanfront land suitable for recreational use by providing amenities for visitors including enhanced park/plaza areas, an expanded promenade, restrooms, seating, garden areas, shade pavilions, and sidewalks as well as replacement information building, kiosks, and cafe. The Project also includes a biological storm water capture and treatment system that will improve water quality of runoff and storm water flows through the project area, reducing contaminant levels that discharge to the Bay.

#### **ARTICLE 4-MARINE ENVIRONMENT**

The Project is consistent with Section 30230, 30231, 30232, 30233, 30234, 30234.5, 30225, 30236, and 30237. The Project does not involve diking or dredging of open coastal waters, wetlands, estuaries, or lakes; commercial fishing or recreational boating facilities; any fishing activities; any natural shoreline altering construction; alterations of rivers or streams; or Bolsa Chica wetlands. The Project will be subject to the Standard Urban Stormwater Mitigation Plan (SUSMP) requirements of the Municipal Stormwater Permit. SUSMP requirements are meant to incorporate Best Management Practices including Low Impact Development features in the design phase of new development projects. The Project will also require implementation of a Storm Water Pollution Prevention Program (SWPPP) during construction.

## **ARTICLE 5-LAND RESOURCES**

The Project is consistent with Section 30240, 30241, 30241.5, 30242, 30243, and 30244. The Project is not located in or adjacent to any environmentally sensitive habitat areas; does not involve any prime agricultural land; does not involve productive soils and timberlands; and does not involve archaeological or Paleontological resources.

## **ARTICLE 6-DEVELOPMENT**

The Project is consistent with Section 30250, 30251, 30252, 30253, 30254, 30254.5, and 30254. The Project will be located in close proximity to existing developed areas; does not involve hazardous industrial development; will facilitate visitor-serving uses by providing park/plaza areas, an expanded promenade, restrooms, seating, garden areas, shade pavilions, and sidewalks as well as replacement information building, kiosks, and cafe. The Project will enhance the destination experience of the San Diego waterfront. All components of the Project are designed to enhance the public access experience along North Harbor Drive.

The site is not located within a State designated Alquist-Priolo Earthquake Fault Zone but is within the City of San Diego Downtown Special Fault Zone. TerraCosta Consulting Group, Inc. prepared an Interim Geotechnical Report for the North Embarcadero Visionary Plan in February 2009. The Interim Geotechnical Report states that faulting does not transverse the site. Hydraulic fills and Bay Deposits present will need to be recompacted to meet structural engineering standards. The recommendations contained in the Interim Geotechnical Report must be followed during site preparation activities. The geotechnical recommendations include specific measures for compaction, pavement, trenching, concrete, and earthworks.

Implementation of the Project will not create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area nor will require improvements that would substantially alter natural landforms along bluffs and cliffs; and will not result in significant air quality impacts. The Project is located in close proximity to regional and local rail stations as well as nearby water transit, cruise ship berths and the San Diego International Airport and will enable features such as stopping opportunities for a bayfront shuttle.

The Project is not located in a special community or neighborhood, which because of its unique characteristics, is a popular visitor destination point for recreational uses; public works facility; nor associated with a sewage treatment plant.

## **ARTICLE 7-INDUSTRIAL DEVELOPMENT**

The Project is consistent with Section 30260, 30261, 30262, 30263, 30264, 30265, and 30265.5. The Project does not involve a coastal-dependent use of existing or new tanker facilities; is not considered oil or gas development; does not involve refineries or petrochemicals facilities; thermal electric generating plants, or oil production and transport.

**ATTACHMENT C**  
**Correspondence on Appealable Coastal Development Permit**

## CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA  
7575 METROPOLITAN DRIVE, SUITE 103  
SAN DIEGO, CA 92108-4421  
(619) 767-2370



July 2, 2009

John Helmer  
Port of San Diego  
P.O. Box 120488  
San Diego, CA 92112-0488

Re: North Embarcadero Visionary Plan Phase 1 Coastal Access Features Draft CDP

Dear Mr. Helmer:

Staff has reviewed the Draft Coastal Development Permit (CDP) and consistency analysis dated July 2009, and have the following comments.

Consistency with the Certified Port Master Plan

We respect the time and effort Port staff have put into designing this development, and the public access improvements which are the goal of the project. However, while we appreciate the on-going correspondence and meetings between our two staffs, we continue to think the proposed project is inconsistent with the certified Port Master Plan (PMP), and that moving ahead with this permit seriously compromises the integrity of the certified PMP.

As you know, the issue is not whether the Draft CDP is consistent with the North Embarcadero Visionary Plan (NEVP). Staff and the Coastal Commission have consistently maintained that while the NEVP should be used as guidance, the certified Port Master Plan is the standard of review by which all new development must be measured in review of the CDP. Unlike the NEVP, the Port Master Plan is *not* a guidance document; the policies and standards contained within it are to be followed closely and specifically. If and when circumstances change, the authorized procedure is to amend the PMP after evaluating any necessary Plan revisions for consistency with the Coastal Act through a public hearing at both the local and state level. The integrity of the PMP and the planning process depends on the public and the Commission being able to rely on the policies and principles in the PMP being consistently and accurately implemented, including those represented graphically and by reference.

Figure 11 of the PMP graphically demonstrates Harbor Drive curving at West Broadway Street to accommodate an oval-shaped park at the foot of Broadway Pier. Port staff have estimated that this park would be approximately 79,200 sq.ft. in size, (including some amount of area that would be necessary to allow access to the pier from Harbor Drive), with another 24,300 sq.ft. potentially needing to be located in a new over-water structure. In its place, an approximately 16,000 sq.ft. rectangular plaza/pier entrance is proposed, along with 63,000 sq.ft. of esplanade on either side of the plaza, and approximately

124,500 sq.ft. of sidewalk setbacks and plaza on the north and south side of Broadway, including the proposed park on the northwest corner of the Navy Broadway Complex/Manchester Pacific Gateway.

There is no question that the revised park/plaza configuration is not the same as that in the existing PMP. Furthermore, we cannot agree with Port staff's assessment that the redesigned rectangular plaza "maintains the same level of park/plaza land use area available to the public as that discussed in the PMP." It is simply not possible to achieve a comparable level or quality of public open space in a fragmented arrangement of sidewalks and setbacks than would exist in a large, continuous open park. While the PMP does not contain any textual description of how the oval park was intended to operate, the NEVP does indeed offer guidance on what type of space was envisioned at the foot of Broadway:

It is a landscaped public open space, accommodating recreational activities on a daily basis or large public gatherings. The park includes a central plaza punctuated by a landmark element such as a fountain or sculpture, orienting visitors and drawing attention to this important public precinct.

Broadway Landing Park is approximately two city blocks in size, considerably larger than any of the parks in downtown. Because of its one-sided configuration, with buildings only to the east, the scale of the bay gives the space an expansive feeling larger than its actual size, much as in Baltimore's Inner Harbor or the harbor in Barcelona. The parking located on the west side of Harbor Drive and is not divided by any streets....

On rare occasions, a drive at the western perimeter of the park could provide limited vehicular access to the Broadway Pier to serve visiting ships. (Pages 100-101, NEVP).

The proposed plaza and setbacks bear little resemblance to this guidance vision in scope or value.

Furthermore, because the revisions are not being made through a Port Master Plan Amendment, the area being offered as part of the revised plaza on Lane Field, is and will remain designated for commercial recreation uses, not for open space. Should the Lane Field project not go forward for any reason, the certified plan does not protect that area as public open space, but only as a "special setback" which provides little assurance or clarity on the public availability or use of the area.

The Coastal Development Permit Consistency Analysis indicates that this configuration is no longer considered feasible, in part because it would have required the Port District to acquire Navy property, and the oval was not made part of the Lane Field project, which has been approved by the Port and the Coastal Commission. In addition, Port staff has indicated that changed circumstances since the including of the oval park into the

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PMP may have resulted in a greater amount of public open space being provided elsewhere along the North Embarcadero.

The NEVP coastal access features project has been in development for years, and it is evident from our meetings that Port staff has been analyzing how it fits into the larger downtown Embarcadero. But this is the type of analysis and balancing of various planning goals that must, and in the past has, occurred through the Port Master Plan Amendment process. The PMP cannot simply be amended in practice through a CDP on a project-by-project basis, where the overall context of the impacts cannot be evaluated or mitigated.

The certified PMP also incorporates by reference Figure 5.3 of the NEVP. Once a policy, figure, or project is inserted into the PMP, it is no longer guidance, but the standard of review. The configuration of the proposed esplanade is significantly different than the one in Figure 5.3. Perhaps most significantly, a 10-foot wide designated bike path has been combined with the pedestrian walkway to make a 29-foot wide multi-use promenade. Port staff have indicated that local bicycle organizations have expressed a preference for Pacific Highway as the primary, designated north-south bikeway in the Embarcadero. Commission staff agree with the intent of the revised plan to still accommodate bicycles on the Esplanade, but in other areas, we have seen significant conflicts between bicycles and pedestrians on shared-use paths. Again, the shifting of the primary bicycle route to Pacific Highway and the joint accommodation of bicyclists and pedestrians on one path, should be reflected in a broader PMP-level analysis of interests and priorities for public access along the shoreline that goes beyond the scope of this one permit.

#### Draft Coastal Development Permit

Aside from our acknowledgement of the permit's inconsistency with the certified PMP, we believe there are several additions and revisions to the proposed permit which would increase or help ensure the project's consistency with the Coastal Act.

The permit has three Exhibits attached. These Exhibits provide specific details on the lane revisions and Esplanade which may not be as clear or comprehensive in the text of the CDP. A condition should be added that states any changes to the project, including to the Exhibits, will require an amendment to the CDP.

We support the addition of the two new permit conditions addressing water conservation. In addition, we believe an additional condition(s) should be added requiring a final landscape plan that 1) requires all landscaping to be native or non-invasive, and either drought-tolerant or supported entirely by re-claimed water. We suggest that Special Provision #3 be revised to require that reclaimed water shall be used to irrigate landscaping when available.

We are concerned that the conceptual landscape plan may not have adequately evaluated the impact the proposed palms may have on public views of the Bay down Broadway. A

condition should require the final landscape plan to be designed with the protection and preservation of public views on Broadway.

As noted above, we are concerned about future conflicts between bicyclists and pedestrians on the proposed shared-use path, and the potential for future pressure to exclude bicyclists. A condition should be added specifically acknowledging that bikes are permitted on the waterside promenade, to ensure that if user conflicts do arise, any attempt to limit bicycle usage will require a permit amendment.

A condition of the permit should specifically require that north-south access along the esplanade be maintained (though controlled) when cruise ships are present, and that the esplanade be fully open and accessible when no cruise ships are docked.

In order to create commercial loading and unloading zones, the project would eliminate 170 existing spaces, to be replaced with 24 parallel parking spaces, with the possibility of increasing to a total of 58 diagonal parking spaces in the future. The August 25, 2008 Draft North Embarcadero Visionary Plan Parking Management Plan is a fairly comprehensive analysis of parking needs and strategies for the area, but few of the Actions identified in the Parking Management Plan are addressed in the CDP or will be implemented within the time frame that the parking spaces will be lost.

The Mitigation Monitoring Program attached to the permit identifies several transit related measures for the proposed project, specifically, promoting subsidized transit passes for employees of study area businesses; providing information to downtown hotel guests about transit opportunities; planning for shuttle stops at two locations on Harbor Drive within the Plan area; promoting pedi-cab use; and providing trailblazing signage. However, it is unclear when these measures must be implemented. The permit consistency analysis states "the NEVP Parking Management Plan(s) shall be completed prior to the commencement of Project construction." This should be a condition of the permit. Furthermore, the permit should require that the mitigation measures themselves be implemented prior to commencement of construction.

In addition to the above measures, more information on where proposed transit/shuttle stops, pullouts, etc. should be provided in the permit, either textually or graphically. The NEVP Parking Management Plan identifies the project site as an appropriate location for a designated Transportation Hub. These hubs are to have facilities and services including circulator stops, bicycle storage devices, transportation information displays, pedi-cab waiting areas, passenger loading zones, etc. The presence and location of a Transportation Hub with associated facilities should be specifically acknowledged and integrated into this permit.

Pricing strategies are part of the draft NEVP Parking Management Plan. Anticipated changes in pricing between the existing metered spaces and the remaining spaces should be identified. In addition, most, if not all, of the existing spaces are metered spaces appealing to waterfront visitors for short-term parking, but it appears that the majority of the surrounding alternative spaces are in lots that are priced for all-day users, such as

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downtown workers. Some acknowledgement and analysis of the ability and opportunities for short-term parking should be included in the coastal analysis.

The permit includes a comprehensive 'way-finding' sign program. The description of this program should be expanded, or a condition included, requiring signage that directs visitors to parking locations and opportunities.

We continue to be concerned that the plan includes construction of a new building in the designated view corridor on C Street, which is supposed to "enhance the physical and visual access to the Bay." We have repeatedly requested a view analysis for the entire project that shows how all of the proposed structures were sited taking into account the context of the existing bayfront, including the waterside structures, to maintain and enhance views, but no such survey has been forthcoming. The statement in the consistency analysis that "no adopted applicable document describes or infers that nothing should be located within the view corridors" is extremely troubling and calls into the question the validity of all of the view corridors in the PMP. The purpose of a view corridor is to provide an unobstructed view, which is not achieved when blocked with a solid structure. The certified PMP states "Views should be enhanced through view corridors." While the encroachment is minor, it remains to be seen how even the most artistic restroom enhances views to the bay.

In summary, staff believes the Coastal Access Features Project as proposed is not consistent with the certified Port Master Plan. However, we believe the above suggestions and revisions to the proposed project are at a minimum necessary to increase the project's consistency with the Coastal Act. Please provide a copy of these comments to the Board of Port Commissioners for their July 7, 2009 hearing for the coastal development permit. Thank you for the opportunity to comment.

Sincerely,

*Signature on file*

Diana Lilly  
Coastal Planner



cc: Deborah Lee  
Sherilyn Sarb  
Matthew Valerio  
Irene McCormack



**ATTACHMENT D**  
**Responses to Correspondence on Appealable Coastal**  
**Development Permit**

**Responses to comments provided by the California Coastal Commission staff in a letter dated July 2, 2009 regarding the North Embarcadero Visionary Plan Phase 1 Coastal Access Features Draft CDP**

This document contains verbatim extracts from the letter submitted on July 2, 2009 to the San Diego Unified Port District (Port) by California Coastal Commission staff (Coastal staff) regarding the North Embarcadero Visionary Plan (NEVP) Phase 1 Coastal Access Features Draft Coastal Development Permit (CDP). The verbatim extracts are assigned a letter and a response is provided below in an underline format that corresponds to that assigned letter.

**Coastal Staff Comment a**

Staff has reviewed the Draft Coastal Development Permit (CDP) and consistency analysis dated July 2009, and have the following comments.

Consistency with the Certified Port Master Plan

We respect the time and effort Port staff have put into designing this development, and the public access improvements which are the goal of the project. However, while we appreciate the on-going correspondence and meetings between our two staffs, we continue to think the proposed project is inconsistent with the certified Port Master Plan (PMP), and that moving ahead with this permit seriously compromises the integrity of the certified PMP.

**Response to a**

Port staff also appreciates the time and effort Coastal Commission staff has invested in this project. For the reasons laid out in the Coastal Consistency Evaluation (attached), Port staff does not concur with Coastal Commission staff. Because the project is consistent with the Port Master Plan, the integrity of the certified Port Master Plan is not affected by approval of this project.

**Coastal Staff Comment b**

As you know, the issue is not whether the Draft CDP is consistent with the North Embarcadero Visionary Plan (NEVP). Staff and the Coastal Commission have consistently maintained that while the NEVP should be used as guidance, the certified Port Master Plan is the standard of review by which all new development must be measured in review of the CDP. Unlike the NEVP, the Port Master Plan is *not* a guidance document; the policies and standards contained within it are to be followed closely and specifically. If and when circumstances change, the authorized procedure is to amend the PMP after evaluating any necessary Plan revisions for consistency with the Coastal Act through a public hearing at both the local and state level. The integrity of the PMP and the planning process depends on the public and the Commission being able to rely on the policies and principles in the PMP being consistently and accurately implemented, including those represented graphically and by reference.

**Response to b**

Port staff agrees that consistency with the NEVP is not at issue. The NEVP identifies concepts within which designs can be refined. The certified Port Master Plan is a planning document whereby the policies and land use designations are to be maintained and enforced. The land uses are defined within the certified Port Master Plan and delineated on the Precise Plan maps

for each of the Planning Districts of the Port. While the certified Port Master Plan does not contain any standards, as inferred above, it does have text descriptions of projects and components that are anticipated to populate the defined land use designations. This text includes principles and guidance to be incorporated into the design of development. Development is evaluated to determine whether it is consistent with the principles set out in the text.

Coastal staff suggests that the level of detail required for the certified Port Master Plan is the same as that in a Coastal Development Permit. The certified Port Master Plan sets forth general policies and standards to be applied on a case by case basis by the Board of Port Commissioners in its review of a specific project and its determination to authorize issuance of a Coastal Development Permit. The Precise Plans are not intended to be detailed descriptions of specifics that must be developed, but rather planning guidance, as stated in the certified Port Master Plan [page 42]: "The adoption of the Precise Plan is not intended to create inflexible, static, unmanageable set of guidelines for development, nor is it desirable to stifle individual initiative and creativity." Further, the Precise Plan maps are not prescriptive as stated in the Port Master Plan [page 42]: "The figures contained herein are for illustrative purposes only and are subject to change." To adopt Coastal staff's interpretation of the planning process would require as much detail in the certified Port Master Plan, a planning document, as in construction documents for a shovel-ready project. Such an interpretation would be a departure from past practices at the Port and the Coastal Commission, and may be contrary to the policies of the Coastal Act.

#### **Coastal Staff Comment c**

Figure 11 of the PMP graphically demonstrates Harbor Drive curving at West Broadway Street to accommodate an oval-shaped park at the foot of Broadway Pier. Port staff have estimated that this park would be approximately 79,200 sq.ft. in size, (including some amount of area that would be necessary to allow access to the pier from Harbor Drive), with another 24,300 sq.ft. potentially needing to be located in a new over-water structure. In its place, an approximately 16,000 sq.ft. rectangular plaza/pier entrance is proposed, along with 63,000 sq.ft. of esplanade on either side of the plaza, and approximately 124,500 sq.ft. of sidewalk setbacks and plaza on the north and south side of Broadway, including the proposed park on the northwest corner of the Navy Broadway Complex/Manchester Pacific Gateway.

There is no question that the revised park/plaza configuration is not the same as that in the existing PMP. Furthermore, we cannot agree with Port staff's assessment that the redesigned rectangular plaza "maintains the same level of park/plaza land use area available to the public as that discussed in the PMP." It is simply not possible to achieve a comparable level or quality of public open space in a fragmented arrangement of sidewalks and setbacks than would exist in a large, continuous open park. While the PMP does not contain any textual description of how the oval park was intended to operate, the NEVP does indeed offer guidance on what type of space was envisioned at the foot of Broadway:

It is a landscaped public open space, accommodating recreational activities on a daily basis or large public gatherings. The park includes a central plaza punctuated by a landmark element such as a fountain or sculpture, orienting visitors and drawing attention to this important public precinct.

Broadway Landing Park is approximately two city blocks in size, considerably larger than any of the parks in downtown. Because of its one-sided configuration, with buildings only to the east,

the scale of the bay gives the space an expansive feeling larger than its actual size, much as in Baltimore's Inner Harbor or the harbor in Barcelona. The parking located on the west side of Harbor Drive and is not divided by any streets....

On rare occasions, a drive at the western perimeter of the park could provide limited vehicular access to the Broadway Pier to serve visiting ships. (Pages 100-101, NEVP).

The proposed plaza and setbacks bear little resemblance to this guidance vision in scope or value.

#### **Response to c**

The Coastal Consistency Evaluation states that: 'The District redesigned the rectangular plaza at the foot of Broadway in a manner that maintains the same level of park plaza land use area available to the public as that discussed in the PMP'. The conceptual oval park was never intended to be a "large, continuous open park" since it would have been bisected by West Broadway which we estimate would have been approximately 23,000 square feet. The suggestion that the amount of park/plaza is inconsistent with the Port Master Plan is not substantiated because the certified Port Master Plan text provides no description as to the shape or size of the park plaza configuration adjacent to Broadway Pier. The graphic representation in the Port Master Plan is an illustrative depiction of land uses. Furthermore, the "park/plaza" land use designation specifically allows for "scenic roads" (see p. 27), a category in which the reconstructed Harbor Drive will squarely fit.

Based on review of the administrative record for the North Embarcadero PMPA, it is clear that the District believed that this plaza area would be subject to additional review and refinement. The Coastal Consistency Analysis submitted with the PMPA to the Commission dated June 21, 2000 stated the following:

"Although the aesthetics of a curved bayward alignment of Broadway Landing as part of the proposed overall lower Broadway Plaza are apparent, neither the dPMPA nor the Draft MEIR states a functional reason why Broadway Landing must be structurally extended on a piling-supported terrace over San Diego Bay to accomplish its public access and recreational purposes. In concept, at least, the intersection of reconfigured North Harbor Drive and Broadway could be further adjusted within Port jurisdiction to achieve the same overall size of the public plaza, while avoiding placement of the proposed fill."

Because the project uses are consistent and allowed within the uses as depicted in the existing Port Master Plan, no change to the graphic is warranted. Port staff agrees with Coastal staff comment b, that consistency with the NEVP is not at issue. Subsequently Port staff does not agree with this comment.

#### **Coastal Staff Comment d**

Furthermore, because the revisions are not being made through a Port Master Plan Amendment, the area being offered as part of the revised plaza on Lane Field, is and will remain designated for commercial recreation uses, not for open space. Should the Lane Field project not go forward for any reason, the certified plan does not protect that area as public open space, but only as a "special setback" which provides little assurance or clarity on the public availability or use of the area.

## **Response to d**

Port staff considers that the conditions of the Coastal Commission's approval of the CDP for Lane Field are enforceable protection. Any changes to the CDP would require an approval of an amendment from the Coastal Commission. In the event the Lane Field project and permit are superseded, a new CDP would be necessary and requirements for the special setbacks would be mandated to adhere to the uniform control plan agreed to by those parties developing along the West Broadway corridor.

## **Coastal Staff Comment e**

The Coastal Development Permit Consistency Analysis indicates that this configuration is no longer considered feasible, in part because it would have required the Port District to acquire Navy property, and the oval was not made part of the Lane Field project, which has been approved by the Port and the Coastal Commission. In addition, Port staff has indicated that changed circumstances since the including of the oval park into the PMP may have resulted in a greater amount of public open space being provided elsewhere along the North Embarcadero.

The NEVP coastal access features project has been in development for years, and it is evident from our meetings that Port staff has been analyzing how it fits into the larger downtown Embarcadero. But this is the type of analysis and balancing of various planning goals that must, and in the past has, occurred through the Port Master Plan Amendment process. The PMP cannot simply be amended in practice through a CDP on a project-by-project basis, where the overall context of the impacts cannot be evaluated or mitigated.

## **Response to e**

The Port Master Plan does not provide a quantification of the amount of open space or the shape of open space for the plaza adjacent to the Broadway Pier. It is unclear what the nexus for an increase in open space elsewhere would be, based on the certified Port Master Plan. Port staff agrees that amending the Port Master Plan for individual CDPs is not practicable or necessary for instances such as this where the Port Master Plan reflects a master development concept. Port staff is not proposing an amendment, nor does staff consider it necessary for this project because the use is consistent with allowable uses described in the certified Port Master Plan.

## **Coastal Staff Comment f**

The certified PMP also incorporates by reference Figure 5.3 of the NEVP. Once a policy, figure, or project is inserted into the PMP, it is no longer guidance, but the standard of review. The configuration of the proposed esplanade is significantly different than the one in Figure 5.3. Perhaps most significantly, a 10-foot wide designated bike path has been combined with the pedestrian walkway to make a 29-foot wide multi-use promenade. Port staff have indicated that local bicycle organizations have expressed a preference for Pacific Highway as the primary, designated north-south bikeway in the Embarcadero. Commission staff agree with the intent of the revised plan to still accommodate bicycles on the Esplanade, but in other areas, we have seen significant conflicts between bicycles and pedestrians on shared-use paths. Again, the shifting of the primary bicycle route to Pacific Highway and the joint accommodation of bicyclists and pedestrians on one path, should be reflected in a broader PMP-level analysis of interests and priorities for public access along the shoreline that goes beyond the scope of this one permit.

## **Response to f**

Coastal staff suggests that the level of detail required for the certified Port Master Plan is the same as that in a Coastal Development Permit. The certified Port Master Plan sets forth general policies and standards to be applied on a case by case basis by the Board of Port Commissioners in its review of a specific project and its determination to authorize issuance of a Coastal Development Permit. The Precise Plans are not intended to be detailed descriptions of specifics that must be developed, but rather planning guidance, as stated in the certified Port Master Plan [page 42]: "The adoption of the Precise Plan is not intended to create inflexible, static, unmanageable set of guidelines for development, nor is it desirable to stifle individual initiative and creativity." Further, the Precise Plan maps are not prescriptive as stated in the Port Master Plan [page 42]: "The figures contained herein are for illustrative purposes only and are subject to change." To adopt Coastal staff's interpretation of the planning process would require as much detail in the certified Port Master Plan, a planning document, as in construction documents for a shovel-ready project. Such an interpretation would be a departure from past practices at the Port and the Coastal Commission, and may be contrary to the policies of the Coastal Act.

The Figure 5.3 referenced is itself described in the NEVP as a 'typical' cross section from an undefined point along the envisioned approximately 1.5 mile long esplanade and roadway along North Harbor Drive. The cross section is typical, not prescriptive, and it could not be prescriptive because the actual width of the esplanade and right-of-way varies at different sections of the esplanade and right-of-way, such as where structures would exist, where access to piers is necessary, etc. The NEVP is not a prescriptive plan; rather a concept plan as stated on page 1 of the NEVP: "The purpose of the Plan is to establish a concept for public improvements, and strategies to finance them, befitting the setting and regional significance of the area, and to guide private development in a way that optimizes property values and reinforces the public realm." Port staff agrees with Coastal staff comment b, that consistency with the NEVP is not at issue. Subsequently Port staff does not agree with this comment.

The promenade in the project area currently enables mixed pedestrian and bicycle use. An expanded promenade would improve those conditions and the mixed use would maintain the vibrancy associated with the waterfront. Please also see response to comment j below.

## **Coastal Staff Comment g**

### Draft Coastal Development Permit

Aside from our acknowledgement of the permit's inconsistency with the certified PMP, we believe there are several additions and revisions to the proposed permit which would increase or help ensure the project's consistency with the Coastal Act.

The permit has three Exhibits attached. These Exhibits provide specific details on the lane revisions and Esplanade which may not be as clear or comprehensive in the text of the CDP. A condition should be added that states any changes to the project, including to the Exhibits, will require an amendment to the CDP.

## **Response to g**

Port staff concurs and has amended the CDP to include such a provision.

#### **Coastal Staff Comment h**

We support the addition of the two new permit conditions addressing water conservation. In addition, we believe an additional condition(s) should be added requiring a final landscape plan that 1) requires all landscaping to be native or non-invasive, and either drought-tolerant or supported entirely by re-claimed water. We suggest that Special Provision #3 be revised to require that reclaimed water shall be used to irrigate landscaping when available.

#### **Response to h**

Port staff has provided two Special Provisions in the CDP addressing water use including water for landscaping. Port staff does not consider the suggested new condition restricting contents of the final landscape plan to be applicable in the urban waterfront environment where the landscaping proposed is akin to existing landscaping used in the area. There is no policy in the certified Port Master Plan or the Coastal Act that requires the landscaping restrictions suggested.

As to Special Provision #3, Port staff concurs and has amended the CDP as suggested.

#### **Coastal Staff Comment i**

We are concerned that the conceptual landscape plan may not have adequately evaluated the impact the proposed palms may have on public views of the Bay down Broadway. A condition should require the final landscape plan to be designed with the protection and preservation of public views on Broadway.

#### **Response to i**

Port staff concurs and has amended the CDP to include such a provision.

#### **Coastal Staff Comment j**

As noted above, we are concerned about future conflicts between bicyclists and pedestrians on the proposed shared-use path, and the potential for future pressure to exclude bicyclists. A condition should be added specifically acknowledging that bikes are permitted on the waterside promenade, to ensure that if user conflicts do arise, any attempt to limit bicycle usage will require a permit amendment.

#### **Response to j**

Port staff concurs and has amended the CDP to include such a provision.

#### **Coastal Staff Comment k**

A condition of the permit should specifically require that north-south access along the esplanade be maintained (though controlled) when cruise ships are present, and that the esplanade be fully open and accessible when no cruise ships are docked.

#### **Response to k**

Port staff concurs and has amended the CDP to include such a provision.

**Coastal Staff Comment l**

In order to create commercial loading and unloading zones, the project would eliminate 170 existing spaces, to be replaced with 24 parallel parking spaces, with the possibility of increasing to a total of 58 diagonal parking spaces in the future. The August 25, 2008 Draft North Embarcadero Visionary Plan Parking Management Plan is a fairly comprehensive analysis of parking needs and strategies for the area, but few of the Actions identified in the Parking Management Plan are addressed in the CDP or will be implemented within the time frame that the parking spaces will be lost.

The Mitigation Monitoring Program attached to the permit identifies several transit related measures for the proposed project, specifically, promoting subsidized transit passes for employees of study area businesses; providing information to downtown hotel guests about transit opportunities; planning for shuttle stops at two locations on Harbor Drive within the Plan area; promoting pedi-cab use; and providing trailblazing signage. However, it is unclear when these measures must be implemented. The permit consistency analysis states "the NEVP Parking Management Plan(s) shall be completed prior to the commencement of Project construction." This should be a condition of the permit. Furthermore, the permit should require that the mitigation measures themselves be implemented prior to commencement of construction.

**Response to l**

Port staff concurs and has amended the CDP to include such a provision.

**Coastal Staff Comment m**

In addition to the above measures, more information on where proposed transit/shuttle stops, pullouts, etc. should be provided in the permit, either textually or graphically. The NEVP Parking Management Plan identifies the project site as an appropriate location for a designated Transportation Hub. These hubs are to have facilities and services including circulator stops, bicycle storage devices, transportation information displays, pedi-cab waiting areas, passenger loading zones, etc. The presence and location of a Transportation Hub with associated facilities should be specifically acknowledged and integrated into this permit.

**Response to m**

Port staff concurs and has amended the project description in the CDP to identify the Transportation Hub locations.

**Coastal Staff Comment n**

Pricing strategies are part of the draft NEVP Parking Management Plan. Anticipated changes in pricing between the existing metered spaces and the remaining spaces should be identified. In addition, most, if not all, of the existing spaces are metered spaces appealing to waterfront visitors for short-term parking, but it appears that the majority of the surrounding alternative spaces are in lots that are priced for all-day users, such as downtown workers. Some acknowledgement and analysis of the ability and opportunities for short-term parking should be included in the coastal analysis.

#### **Response to n**

As stated, pricing strategies are part of the NEVP Parking Management Plan, implementation of which will be part of the CDP per response to comment l. Port staff has included acknowledgement of the ability and opportunities for short-term parking in the Coastal Consistency Evaluation, as suggested.

#### **Coastal Staff Comment o**

The permit includes a comprehensive 'way-finding' sign program. The description of this program should be expanded, or a condition included, requiring signage that directs visitors to parking locations and opportunities.

#### **Response to o**

Port staff concurs and has amended the CDP to include such a provision.

#### **Coastal Staff Comment p**

We continue to be concerned that the plan includes construction of a new building in the designated view corridor on C Street, which is supposed to "enhance the physical and visual access to the Bay." We have repeatedly requested a view analysis for the entire project that shows how all of the proposed structures were sited taking into account the context of the existing bayfront, including the waterside structures, to maintain and enhance views, but no such survey has been forthcoming. The statement in the consistency analysis that "no adopted applicable document describes or infers that nothing should be located within the view corridors" is extremely troubling and calls into the question the validity of all of the view corridors in the PMP. The purpose of a view corridor is to provide an unobstructed view, which is not achieved when blocked with a solid structure. The certified PMP states "Views should be enhanced through view corridors." While the encroachment is minor, it remains to be seen how even the most artistic restroom enhances views to the bay.

#### **Response to p**

Port staff continues to acknowledge that the proposed restroom encroaches into the future C Street view corridor and that that encroachment does not block views. Port staff continues to clarify that no other structures are in a view corridor. Views beyond the boundaries of the view corridors would be from development east of North Harbor Drive or from within the project area. The project provides relocated structures for those that exist at the water's edge eastward away from the water's edge, to enhance views from within the project area.

#### **Coastal Staff Comment q**

In summary, staff believes the Coastal Access Features Project as proposed is not consistent with the certified Port Master Plan. However, we believe the above suggestions and revisions to the proposed project are at a minimum necessary to increase the project's consistency with the Coastal Act. Please provide a copy of these comments to the Board of Port Commissioners for their July 7, 2009 hearing for the coastal development permit. Thank you for the opportunity to comment.

**Response to q**

Port staff has determined that the project is consistent with the Port Master Plan as provided in the Coastal Consistency Evaluation and stated above. Port staff has incorporated the Coastal staff suggestions into the CDP and Coastal Consistency Evaluation except where noted. Port staff continues to be committed to working collaboratively with Coastal staff and has incorporated the suggestions into the CDP as discussed above. Port staff prepared these responses and provided both the comment letter and responses to the Board for the July 7, 2009 hearing for the CDP.

Attachment: Coastal Consistency Evaluation for the NEVP Phase 1 Coastal Access Features Project, July 6, 2009.



**ATTACHMENT E**  
**Public Hearing Speaker Slips item 25 B)**

SAN DIEGO UNIFIED PORT DISTRICT

**REQUEST TO SPEAK**

Agenda No. 25 and 26

Date: 7/7/09

Name SELF

Organization Represented (if any)

4539 LEE AVENUE

Address

LA MESA CA. 91941

City, State, Zip

619-463-8035

Telephone Number

Speaking in opposition to the staff recommendation

Speaking in favor of the staff recommendation

Other (specify) \_\_\_\_\_

**TIME LIMITS**

Speaking time is limited. You will need to be brief and stay on the subject. Written comments may be of any length, you are encouraged to present detailed testimony in writing.

**IF YOU ARE PAID TO INFLUENCE THE DISTRICT, ITS EMPLOYEES, OR COMMISSIONERS, YOU MUST REGISTER AS A DISTRICT LOBBYIST (DISTRICT CODE SECTION 0 14(P)).**

**YOU MAY FULFILL THIS REQUIREMENT BY FILLING OUT THE REVERSE SIDE OF THIS FORM**

**NOTE** This requirement does not apply to an individual acting on his or her own behalf, or on behalf of a business entity which is wholly owned or controlled by such individual.

NEUP

REQUEST TO SPEAK

Agenda No. ~~210~~ 25B

Date 7/7/9

Name Kostromyn Rhodes

Organization Represented (if any)

3715 Sag Fernando St

Address

SSDCA 92106

City, State, Zip

619-523-4350

Telephone Number

Speaking in opposition to the staff recommendation

Speaking in favor of the staff recommendation

Other (specify) \_\_\_\_\_

TIME LIMITS

Speaking time is limited. You will need to be brief and stay on the subject. Written comments may be of any length; you are encouraged to present detailed testimony in writing.

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REQUEST TO SPEAK

Agenda No.:

25/26

Date:

7/7/09

Name:

STANLEY A. ELLIS

Organization Represented (if any):

SEIU

Address:

4745 Hill Valley Road  
San Diego CA 92107

City, State, Zip:

San Diego CA 92107

Telephone Number:

- Speaking in opposition to the staff recommendation
- Speaking in favor of the staff recommendation
- Other (specify):

TIME LIMITS

Speaking time is limited. You will need to be brief and stay on the subject. Written comments may be of any length, you are encouraged to present detailed testimony in writing.

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REQUEST TO SPEAK

Agenda No. 28

Date 7/7/09

Name IAN TRUMBOLD

Organization Represented (if any)

3444 HAWK ST

Address

SAN DIEGO CA 92103

City, State, Zip

619-795-0155

Telephone Number

Speaking in opposition to the staff recommendation

Speaking in favor of the staff recommendation

Other (specify) \_\_\_\_\_

TIME LIMITS

Speaking time is limited. You will need to be brief and stay on the subject. Written comments may be of any length. You are encouraged to present detailed testimony in writing.

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Rev. 07/03

*Not here*

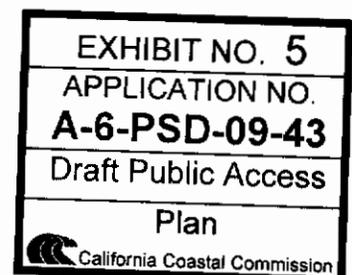
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# NEVP Phase 1 Coastal Access Features Project Public Access Program

Coastal Development Permit  
A-6-PSD-09-43

San Diego Unified Port District  
3165 Pacific Highway  
San Diego, California 92101

March 4, 2010



## 1.0 Introduction

The North Embarcadero Visionary Plan (NEVP) Phase 1 Coastal Access Features Project (Project) includes Harbor Drive and Esplanade from the B Street Pier to the former Navy Pier, including transitions north and south, and West Broadway from Harbor Drive to the railroad tracks.

The purpose of this Public Access Program is to define the proposed public access integrated throughout the Project and identify the management of the public access. The program is consistent with the public access and recreation policies of the Coastal Act and it furthers the certified Port Master Plan's planning goals, most notably Planning Goal IX: "The Port District will Insure Physical Access to the Bay Except as Necessary to Provide for the Safety and Security, or to Avoid Interference with Waterfront Activities."

The Public Access Program includes the following elements:

- Site Access and Circulation
- Public Access During Cruise Ship Operations
- Parking Management Plan
- Comprehensive Signage Program

## 2.0 Site Access and Circulation

The fundamental purpose of the Project is to provide infrastructure to improve and enhance public access to the San Diego Bay. By design, the Project enhances public access to the waterfront and establishes strong connections to downtown San Diego. The entire Project is fully accessible to all with design features that exceed ADA requirements. The Project's accessibility even extends to the universal design of the public restroom.

A critical feature of the Public Access Plan is the connectivity between multiple modes of transportation. The Project accommodates pedestrians, bicycles, private vehicles, and public transit. It serves to connect the land transportation modes with water services such as dinner cruises, bay tours, water taxi and cruise ships.

The Santa Fe Depot, serving Amtrak and the Coaster, sits at the eastern end of the Project. The One America Plaza station, serving the San Diego Trolley Orange Line and Blue Line, is another block to the east. Additionally, several bus routes go through the area.

The Project will provide approximately 40 public parking spaces, two Metropolitan Transit System bus stops, shuttle bus stops, and loading areas for waterfront visitor-serving businesses. A significant number of public parking spaces are located in close proximity to the Project. The loss of parking spaces in the Project area as a result of relocating Harbor Drive to the east to

create the landscaped esplanade along the bayfront is further addressed in Section 4.0, Parking Management Plan.

This Project is a fundamental part of the NEVP, providing public improvements along West Broadway and Harbor Drive. The access and circulation includes the streetscapes and esplanade areas, including plazas at West Broadway and the C Street corridor.

## **2.1 West Broadway**

The NEVP Phase 1 Project provides street and median improvements in West Broadway. It will provide a 9-foot wide interim sidewalk until adjacent parcels are redeveloped.

The Lane Field Coastal Development Permit requires the construction of a public plaza that expands from 55' wide at Pacific Highway to 110' wide at Harbor Drive. The Broadway Plaza will integrate decorative paving (in accordance with the NEVP design principles) with permeable surfaces, seating, and an informal water feature. The design intent of the public realm along West Broadway is to create diverse opportunities for the scale and nature of enjoyment, ranging from large civic gatherings and celebrations to intimate spaces for relaxation and conversation.

Redevelopment of the Broadway frontage across from Lane Field (Navy Broadway Complex) and on the eastern side of Pacific Highway (Irvine Company and Bosa) will also provide expansive public spaces to create the "Broadway Hall." The development plans for those three frontages are under the jurisdiction of Centre City Development Corporation (CCDC).

The NEVP design principles for the four adjacent projects are documented in the "North Embarcadero Visionary Plan Uniform Control Plan," as approved by the Joint Powers Authority (JPA) Board on January 22, 2009, with revision approved by the JPA Board on March 26, 2009. That plan describes tree species and spacing, paver type and color, light fixtures and details such as tree grates, fire hydrants and trash/recycling receptacles.

## **2.2 Harbor Drive (east side)**

The Project provides a 15-foot wide sidewalk on the east side of Harbor Drive. The Lane Field project is set back an additional 10-feet, resulting in 25-foot sidewalks that will accommodate activated outdoor cafés and retail shops, including seating.

## **2.3 Harbor Drive (Esplanade)**

Harbor Drive is narrowed and realigned to the east, shifting vehicular traffic away from the water's edge to create a 105-foot wide public esplanade, open to the public. Ticket kiosks and newspaper racks that are currently located on the water's edge will be consolidated and replaced under the shade pavilions on the east side of the promenade.

This Project facilitates north-south pedestrian and bicycle circulation. A sidewalk and recreational path borders the west side of North Harbor Drive, while an approximately 30-foot wide promenade along the water's edge runs the length of the Project. The promenade is wide enough to accommodate many types of users, including pedestrians, joggers, runners, and recreational bicyclists. Additional north-south circulation is available through the formal gardens and shade pavilions.

The entire Project area is permeable for pedestrians, allowing them to transition seamlessly from the sidewalks along North Harbor Drive to the promenade along the water's edge. Special events occurring in and around Broadway Plaza may require a Port-issued Park Permit consistent with the Port's then-applicable policies and practices. The public promenade will be open for general public use during these times.

#### **2.4 Broadway Plaza**

The most flexible public access feature of the Project is Broadway Plaza, the area in front of the Broadway Pier. It can accommodate daily pedestrian traffic, limited vehicular access, and major civic events such as parade viewing and festivals. Broadway Plaza will be managed so as to provide (a) daily public access, (b) meet the needs of the cruise ship terminal at Broadway Pier, and (c) leverage opportunities for special events. Infrastructure for temporary power, communications and water for use during special events will be provided.

During ordinary conditions, removable bollards will be installed at the eastern edge of the esplanade abutting North Harbor Drive to prevent vehicles from entering Broadway Plaza. The Project will remove the sewer pump station and above ground facilities that currently encroach onto the promenade. The removal of this obstacle will allow straight north-south pedestrian travel along the promenade.

The design of Broadway Plaza will encourage pedestrians to access the Broadway Pier when cruise ship operations do not require restricted access to the Pier. The full 1000-foot length of the Broadway Pier will typically be open to the public, as shown in Figure 1. The 400-foot long area in front of the terminal is planned to be enhanced consistent with the NEVP design to encourage public access.

Public Access Plan – Attachment X

BROADWAY CRUISE SHIP TERMINAL - Normal Conditions

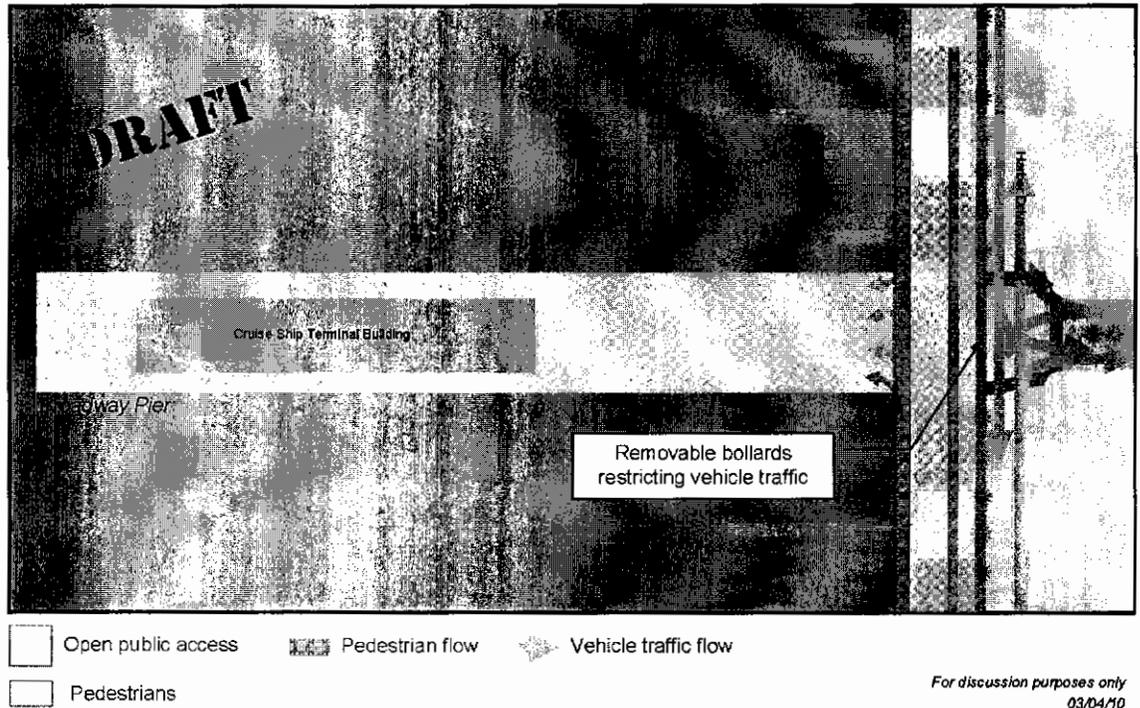


Figure 1, Public Access during Normal Conditions

It is anticipated that new fence and gates will be constructed at the front of the Broadway Pier as a part of this Project. The fencing material will be selected to provide security as required by the U.S. Coast Guard, but will also be aesthetically attractive. The fence will extend the 130-foot width of the pier, with two pedestrian and two vehicle gates that can be typically left open. The gate openings total approximately 81 feet, over 60% of the length of the fence. Most of the stationery fence is in front of utility facilities which cannot be publicly accessible. The gates are anticipated to be open from sunrise to sunset for public safety, and for security purposes immediately prior to and during a cruise ship visit.

The management of vehicles and pedestrians in the Broadway Plaza when the Pier is open to traffic is further addressed below in *Section 3.0, Public Access during Cruise Ship Terminal Operations*.

## **2.5 C Street Corridor**

C Street physically and visually connects Santa Fe Depot (Amtrak, Coaster and Trolley services) to the Bay, serving visitors, tourists, residents and local employees. The Lane Field Public Access Program provides a link for the public between Pacific Highway and Harbor Drive. The Project will not place any structures in the extension of the xx-foot wide corridor established in the Lane Field Coastal Development Permit.

## **3.0 Public Access during Cruise Ship Terminal Operations**

During cruise ship calls at Broadway Pier, Broadway Plaza will be managed to ensure pedestrian safety, facilitate vehicular access to Broadway Pier, and allow public access consistent with security regulations. The management of vehicular and pedestrian traffic is provided by Port, City of San Diego and security contract personnel, all trained to be responsive to members of the public.

Public access in the vicinity of the Broadway Pier must be managed in accordance with the requirements of the U.S. Department of Homeland Security and the U.S. Coast Guard during cruise ship operations. The following description of public access accommodations is based on current regulations and practices. There are several stages of cruise ship operations, and public access will be permitted within the framework of security regulations.

Prior to arrival of a cruise ship at the Broadway Pier, the Pier is subject to a full security sweep. The Pier will not be accessible to the public during those operations and until the cruise ship departs. It is not anticipated that the preparatory security sweep will affect public access on the esplanade or plaza.

Early in the morning of a cruise ship arrival, during passenger disembarkation, is a period of two to three hours of heavy vehicular traffic. Trucks bringing provisions for the ship and buses, taxis and other vehicles picking up passengers will be entering and exiting the Pier. Bollards at the eastern edge of Broadway Plaza will be removed to allow vehicles to cross the plaza east-west onto Broadway Pier. To maximize public safety during periods of heavy vehicular traffic, removable bollards and rope will guide pedestrian to two north-south crossing locations at Broadway Plaza: (1) the promenade along the water and (2) the sidewalk along Harbor Drive. As in any managed intersection, security personnel will alternately stop vehicles and pedestrians as needed to maximize east-west and north-south circulation and limit congestion, as shown in Figure 2. As the day progresses, vehicular traffic onto and off the Pier is more

sporadic and public transit through the plaza can be more free-flowing, with continued management by security personnel to assure pedestrian safety.

Public Access Plan – Attachment X

BROADWAY CRUISE SHIP TERMINAL – Vehicle/Pedestrian Flow During Operations



Figure 2, Public Access during Cruise Ship Operations

Because of the small size of the Pier, transit of trucks, buses and taxis onto and off of the Pier will be actively managed. Throughout the day, congestion in the Broadway Plaza will be avoided through off-site staging of vehicles. Trucks and buses are currently and will continue to be staged at an off-site location (Pacific Highway at this time) and called in when they can be accommodated on the Pier. Taxis are staged in front of the B Street Pier and will only be called to the Broadway Pier when needed for immediate passenger pick-up. Taxis and privately-owned vehicles will be allowed on the Pier for immediate pick-up and drop-off of ticketed passengers.

With the wider esplanade in which to manage the vehicle and pedestrian interface and the removal of the utility obstacle in the promenade, the pedestrian experience during cruise ship operations will be enhanced by the Project. Pedestrians will not be required to cross North Harbor Drive to circulate north-south along the promenade.

The Port remains subject to the control and direction of the U.S. Department of Homeland Security and the U.S. Coast Guard when a cruise ship calls at any of its cruise terminals. As a result, changing security conditions could require changes to cruise ship operations at Broadway Plaza. The Port will work with these federal agencies to minimize public access impacts.

#### **4.0 Parking Management Plan**

The NEVP Parking Management Plan recommends several measures to manage changes in parking supply and demand as a result of public and private development on the North Embarcadero. As of June 2009, supplemented January 2010, the Parking Management Plan recommended several potential measures to offset the loss of approximately 130 public parking spaces in the NEVP Phase 1 Project area.

Prior to or concurrent with the loss of these public parking spaces, the Port will implement the following three measures:

##### **4.1. Wayfinding Signage**

The Project signage program includes a multifaceted wayfinding signage element addressing pedestrians, vehicles, and bike paths. The signs will be designed to maximize public access within the Project limits and to establish a common design theme along the North Embarcadero.

##### **4.2. Transportation Hubs**

Transportation hubs cluster transportation facilities and services to make it easier for the public to move about the North Embarcadero. Three transportation hubs are recommended for the entire North Embarcadero, one of which is located within the Project limits near Broadway Plaza. The transportation hub at Broadway Plaza will have a consistent set of facilities, services, and signage including an Embarcadero circulator shuttle stop, bike racks, transportation information displays, pedicab access, passenger and commercial loading and unloading zones, and clearly marked pedestrian paths.

##### **4.3. Circulator Shuttle**

Full implementation of a circulator shuttle to serve North Embarcadero is expected following completion of a Port Master Plan Amendment (PMPA) for Planning District 3. The PMPA is in process as of the effective date of this Public Access Program. The circulator shuttle is based on the circulator shuttle program developed for the Lane Field project, which may commence operations before completion of the Port Master Plan Amendment.

The NEVP Parking Management Plan states that the availability of approximately 2,000 public parking spaces in the immediate area could absorb the approximately 130 public parking spaces lost within the NEVP Phase 1 Project area. The existing Lane Field surface parking lot has sufficient capacity to absorb these lost spaces. If these spaces are not absorbed at Lane Field, either due to the construction of the Lane Field hotel project or due to insufficient capacity in the future, then the Port will implement either a limited circulator shuttle or point to point shuttle service to connect the NEVP Phase 1 Project area with nearby parking reservoirs containing at least 130 public parking spaces to meet unabsorbed parking demand. These parking reservoirs are anticipated to be the Five Star parking lots on West Broadway and Pacific Highway, within a five minute walk and less than a one minute drive from the NEVP Phase 1 Project area, or other parking lots that the Port may designate if these lots are unavailable.

#### **5.0 Comprehensive Signage Program.**

The NEVP Phase 1 Project includes a comprehensive signage program. The program is divided into four elements: Identity, Wayfinding, Tenant Identity, and Information. Following is a brief overview of each.

- a. **Identity:** threshold identifiers, street intersection identifiers, area-specific graphics, and restrooms.
- b. **Wayfinding:** pedestrian wayfinding, vehicular wayfinding, and bike path trailblazers.
- c. **Tenant Identity:** tenant kiosks, pier identities, and ship gangways.
- d. **Information:** information kiosks, landmark and recreational attraction directories, and interpretive signage.

**Diana Lilly**

**From:** Michael Warburton [warburto@sonic.net]  
**Sent:** Sunday, March 28, 2010 6:13 PM  
**To:** diane coombs; alweiss@write.me.com; Cathy O'Leary Carey; Charles Kaminski; Christine Gaunt; Clare Crane; Deborah Lee; Diana Lilly; Don Wood; friarsroadvet@sbcglobal.net; Graham Forbes; Harry Zanville; Heather Goldman; Howard Blackson; Joan Dahlin; Joanne Pearson; John McNab; Judy Swink; Katheryn Rhodes; Kocurek, Joe; Marti Kranzberg; Max Schmidt; Mike Stepner; Pat Flannery; Peter Davis; Phyllis McGrath; Ramona Salisbury Kiltz; Scott Andrews; Vonn Marie May; Walter Munk  
**Subject:** Mr. Sanders, Tear Down That Wall

All,

Nobody can deny the good timing of President Reagan's Berlin Wall speech as the Communist Bloc was suffering from a bankruptcy of little known internal subsidies, self-inflicted environmental disaster, abuse of public process involving concealment of public expenses and hoarding of public assets to the advantage of a small group at the top of the party heirarchy. Under such circumstances, the Berlin Wall was a relic which had to fall, although it was far from obvious at the time to many expert analysts. Reagan assumed a pose of strength and declared: "Mr. Gorbachev, Tear Down that wall."

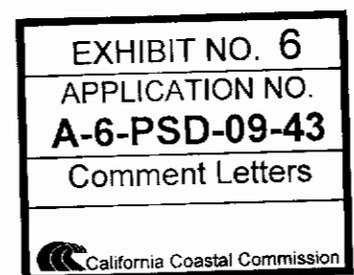
Today, the permanent Cruise Ship Terminal being constructed on Broadway Pier, together with its security requirements, is the key element in extending the concept of a wall between viewers and view from a thin strand of public access along the North Embarcadero. This is happening at a time of concealed bankruptcy of the City of San Diego. The development promises the end of a still possible public legacy of an open waterfront for San Diego. The illegal piecemealing of development proposals and public concealment of environmental impacts (especially cumulative loss of useful, publicly accessible park spaces) makes it imperative to now call for its dismantling.

Although San Diego is a different context than the crumbling Soviet Bloc, similar forces of bureaucratic posturing and extreme private greed have led to a financial and environmental emergency in San Diego that cannot be solved by the privatization or wholesale give-away of public assets. Mr. Sanders, Tear down that wall.

Sincerely,  
 MW

\*\*\*\*\*

Michael Warburton  
 Executive Director  
 The Public Trust Alliance  
 A Project of The Resource Renewal Institute  
 187 East Blithedale Avenue  
 Mill Valley, CA 94941  
 Tel. (510) 644-0752



## Diana Lilly

---

**From:** rhodes@laplayaheritage.com  
**Sent:** Thursday, February 11, 2010 10:48 PM  
**To:** nevp@portofsandiego.org; mvalerio@portofsandiego.org; jhelmer@portofsandiego.org; kbroughton@sandiego.gov; aahmadi@sandiego.gov; sanchez@ccdc.com; Sherilyn Sarb; Diana Lilly; jmlawson@sandiego.gov; Cityattorney@sandiego.gov; cgshq@consvr.ca.gov; smgb@consvr.ca.gov; Stephen.testa@conservation.ca.gov; McCarthy@stateseseismic.com; turner@stateseseismic.com; anderson@stateseseismic.com  
**Cc:** cityclerk@sandiego.gov; martiemerald@sandiego.gov; donnafrye@sandiego.gov; mlanzafame@sandiego.gov; kevinfaulconer@sandiego.gov; jerrysanders@sandiego.gov; gbraun@sandiego.gov; andersonw@sandiego.gov; danziger@ccdc.com; jgoldsmith@sandiego.gov; benhueso@sandiego.gov; bhueso@sandiego.gov; sherrilighner@sandiego.gov; toddgloria@sandiego.gov; anthonyyoung@sandiego.gov; cdemaio@sandiego.gov; carldemaio@sandiego.gov; atevlin@sandiego.gov; emaland@sandiego.gov; jfoxrice@sandiego.gov; riskmanagement@sandiego.gov; cmagnus@portofsandiego.org; dspoor@portofsandiego.org; mbixler@portofsandiego.org; scushman@portofsandiego.org; rvalderrama@portofsandiego.org; srios@portofsandiego.org; rspane@portofsandiego.org; lburdick@portofsandiego.org; whall@portofsandiego.org; speters@portofsandiego.org; cwurster@portofsandiego.org  
**Subject:** NEVP Compromise for the CCC  
**Attachments:** 20100207\_NEVP\_CCC\_Mitigation.pdf



20100207\_NEVP\_C  
CC\_Mitigation.p...

Dear California Coastal Commission and Port of San Diego,

We have a great Compromise that will resolve all outstanding issues. Our compromise is the Port of San Diego, CCDC, and the City of San Diego confirm or deny the exact location of the active Coronado Fault of the active Rose Canyon Fault Zone (RCFZ) on Port tidelands and delineate the active fault through Ruocco Park, Harbor Drive, [the Navy Broadway Complex which the City, CCDC, and NEVP have jurisdiction], and the intersection of Broadway and Harbor Drive.

Michael Kennedy of the California Geological Survey told the City of San Diego in 2006 that the exact location of the youngest fault in San Diego (500 years ago with 20 foot vertical displacement) has to be confirmed or denied before any planning of the North Embarcadero takes place. This is the perfect time to force all lax government agencies to start following State Seismic law for public safety.

The Port of San Diego has already consulted with the Seismic Safety Commission regarding adherence to California seismic hazard analysis and planning on presumed active fault zones with liquefiable soils.

This compromise would solve all the outstanding problems and would require a change to the Port's Master Plan and the North Embarcadero Visionary Plan (NEVP). Though not on Federal NBC property, the majority of the active fault does also go through Port tidelands and is readily accessible for seismic reflection testing. These seismic tests on Port tidelands would take less than 5 hours to conduct. Since the Port already bought the required seismic reflection testing equipment years ago, the Port can conduct the tests and have preliminary scientific results back to all of us before 5 pm tomorrow, Friday, February 12, 2010.

When the active Coronado fault is confirmed with scientific evidence on Port tidelands starting in Ruocco Park, across Harbor Drive, (then on Federal land which is not in the Port jurisdiction), then back onto Port tideland on Broadway and Pacific Highway, approved projects in the North Embarcadero area will be revised to conform to public safety laws.

Beside public safety, public taxpayer money has been wasted by all by ignoring the requirement to engineer public utilities across active fault lines to take deformation

from the expected creep of one inch every 12 years. San Diego has the worst record for sewage spill and water spills which can be directly linked to active earthquake fault zones bisecting public utilities. This lack of basic engineering and planning, costs the taxpayers multi-millions of wasted dollars every year, and creates hazardous and emergency conditions.

In addition to requiring the fault be confirmed or denied, please tell the local government agencies that they are required to turn in all fault investigations to the State Geologist for incorporation into revised Alquist-Priolo earthquake hazard maps as a normal part of State law.

The reason this proposed Compromise would solve all the outstanding problems, is that only park land or open space is allowed in the active fault buffer setbacks. This increase of at least 8 acres of required park land/open space would be in line with the same active fault that goes through Ruocco Park, creating a very large continuous park. Therefore, our concerns regarding the missing 10-acre park goes away.

Because no habital structures are allowed on active faults, the approved Master Plan for the NBC would have to be revised. This change would revise where buildings are located. Since the approved 2-acre park at Harbor and Broadway is the safest area on the whole 8 City blocks, planners should think of moving the high density structures to near this intersection across from Broadway Pier.

Since the massive density at the NBC would have to be cut in half, and the parking requirements would not change, there would be enough parking spaces for NBC on their own site. Therefore, our public access concerns that the North Embarcadero area has not mitigated for the required 1,542 missing parking spaces approved by the NBC Master Plan would also disappear.

No time or money is required for this Compromise, because an existing fault investigation referenced in the Lane Field approvals, already exist for the Navy Broadway Complex. However, all local government agencies are instead hiding the scientific evidence that would resolve these outstanding issues. Please do not let local government agencies waste any more taxpayer time and resources after this 4 year delay.

Please require the exact location of active faulting be denied or confirmed so that we can all move on. Resolving this very small issue would quell our public safety and Homeland Security concerns, while mitigating all public access issues.

Regards,

Katheryn Rhodes and Conrad Hartsell  
371 San Fernando Street  
San Diego, California 92106  
619-523-4350  
rhodes@laplayaheritage.com

Exhibits and attachments previously sent to the Commission, including the project appeal forms, correspondence from the Port District, and letters of support and opposition to the project, may be found at the Commission's website: [www.coastal.ca.gov](http://www.coastal.ca.gov) . The specific link is located at under the hearing for February 11, 2010, Thursday, Item 24b:

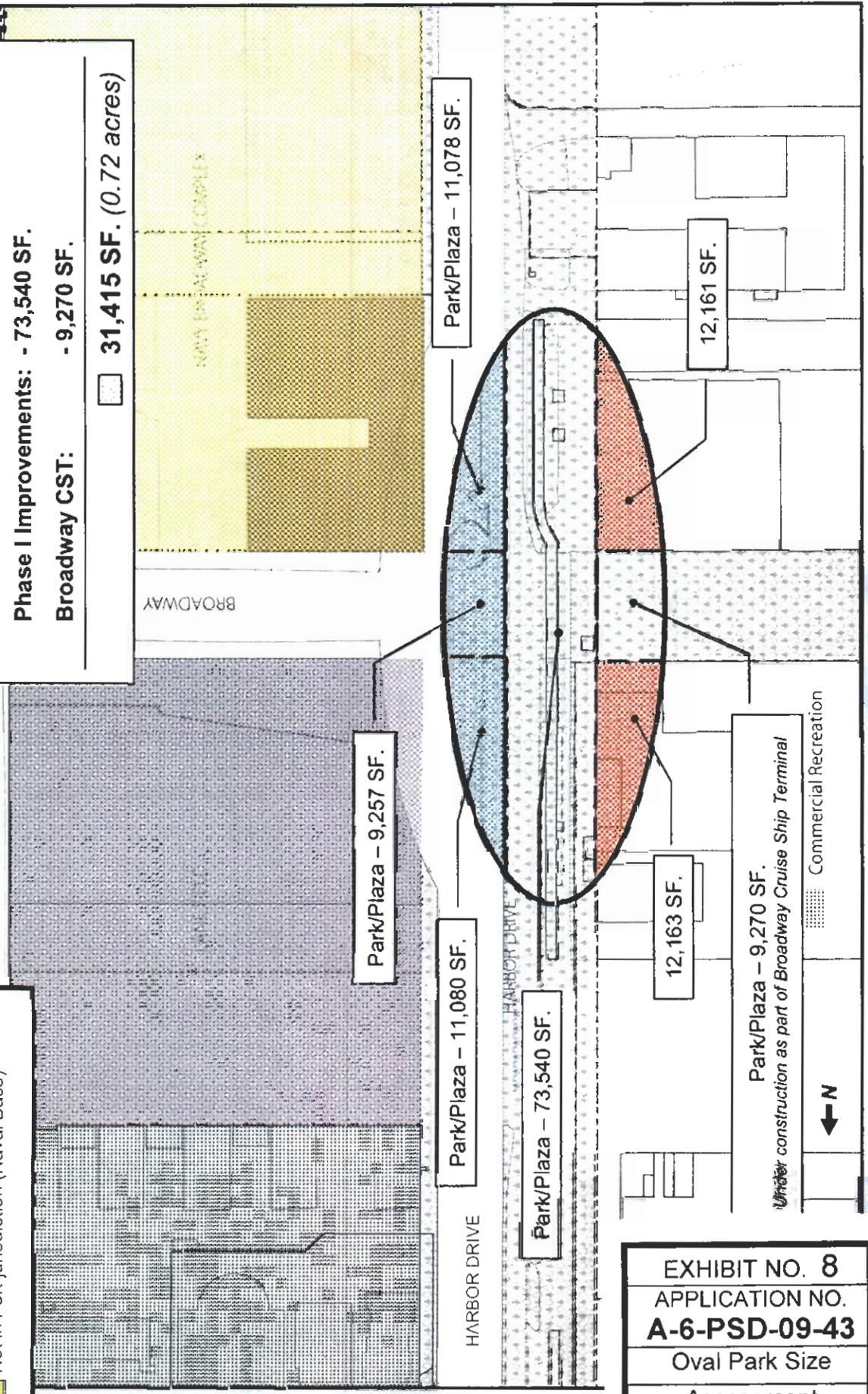
<http://documents.coastal.ca.gov/reports/2010/2/Th24b-2-2010.pdf>

EXHIBIT NO. 7
APPLICATION NO. <b>A-6-PSD-09-43</b>
Link to Additional Exhibits
 California Coastal Commission

# Exhibit F - Public Open Space Assessment

Lane Field Coastal Commission issued permit in 2009  
 Coastal Commission deleted portions over water in 2001  
 Existing Navy building encroaches into oval  
 Not in Port jurisdiction (Naval Base)

**TOTAL OF OVAL: 138,549 SF. (3.18 acres)**  
**Deleted Over Water: - 24,324 SF.**  
**Phase I Improvements: - 73,540 SF.**  
**Broadway CST: - 9,270 SF.**  
 **31,415 SF. (0.72 acres)**



**EXHIBIT NO. 8**  
**APPLICATION NO.**  
**A-6-PSD-09-43**  
**Oval Park Size**  
**Assessment**  
 California Coastal Commission

# Exhibit B - Public Access Plan

## BROADWAY CRUISE SHIP TERMINAL – Vehicle/Pedestrian Flow During Operations

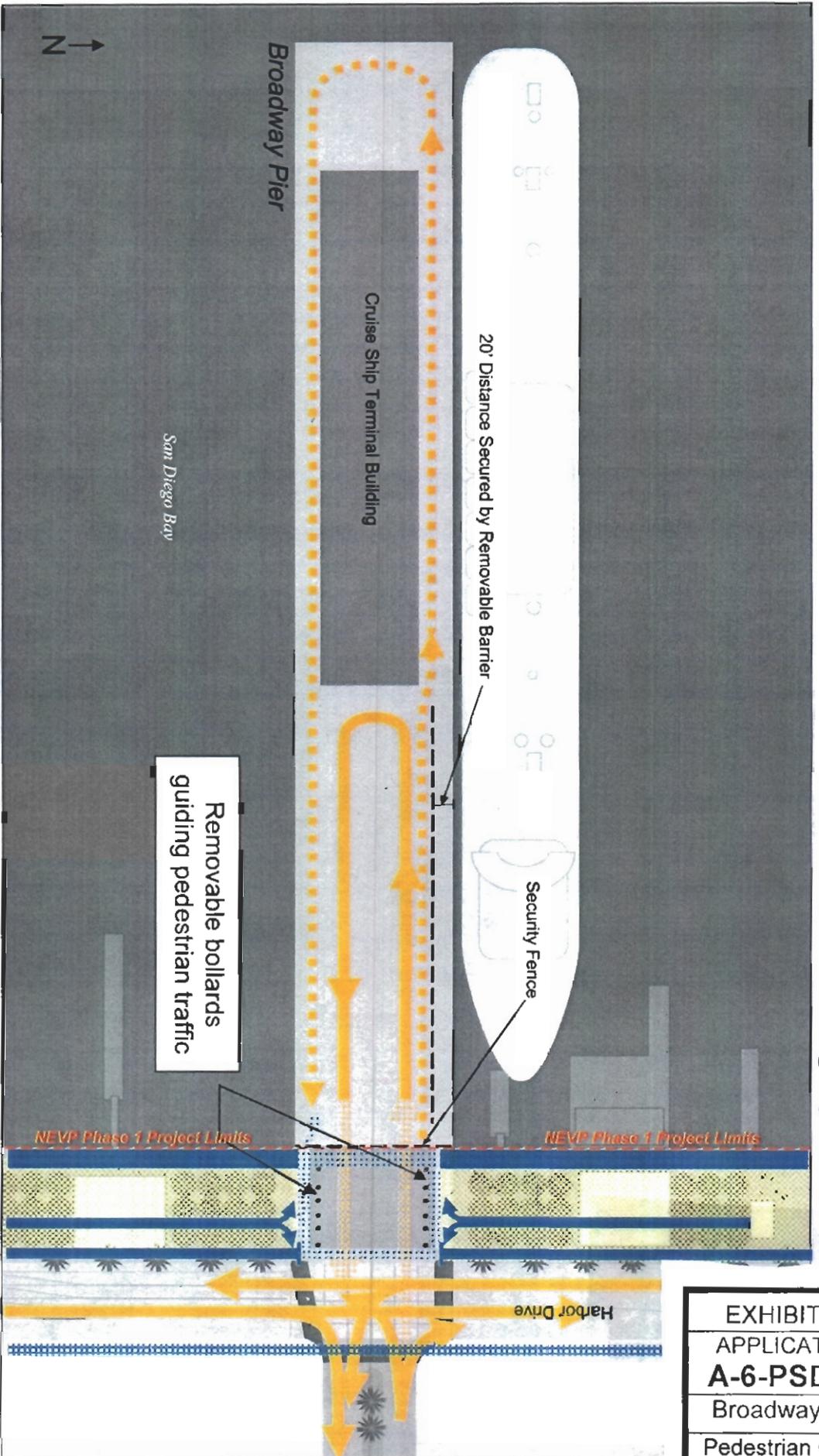
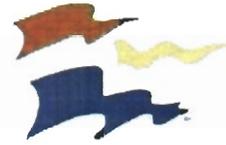


EXHIBIT NO. 9
APPLICATION NO. A-6-PSD-09-43
Broadway Landing
Pedestrian Circulation
California Coastal Commission

# North Embarcadero Visionary Plan



## Parking Management Plan

June 29, 2009



**Prepared For:**



The Unified Port of San Diego  
P.O. Box 120488  
San Diego, CA 92112

**Prepared By:**



Transp  
236 Nor  
Pasader

EXHIBIT NO. 10
APPLICATION NO. A-6-PSD-09-43
Parking Management Plan
 California Coastal Commission



# North Embarcadero Visionary Plan Parking Management Plan

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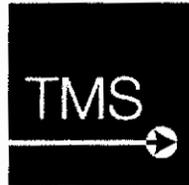
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Appendix A:	How Parking Supports NEVP Activities
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# Section 1

## Overview





## SECTION 1.0: OVERVIEW

The North Embarcadero Visionary Plan Parking Management Plan (i.e., NEVP-PMP) recommends measures for the Unified Port of San Diego (i.e., the Port) to employ that respond to the effects on parking supply and demand of real estate and public infrastructure development that may occur in the NEVP area of San Diego's waterfront.

### 1.1 Purpose and Scope

The Unified Port of San Diego's Board of Port Commissioners adopted Findings of Fact for the NEVP Final Master Environmental Report in March 2000<sup>1</sup>, including "Finding 4.1.1" which identified the need for implementation of a Parking Management Plan and measures to mitigate the effects of the proposed NEVP development. The Parking Management Plan must consider existing weekday and weekend conditions affecting parking, including the demand for parking, anticipated effects of proposed development on parking and access to the NEVP area prior to the issuance of a Coastal Development Permit, or construction of public improvements within the NEVP.

The NEVP-PMP recommends a series of actions that could be assembled by the Port in response to specific development proposals that may emerge. This approach of assembling a parking management program from a set of measures allows for flexibility in delivering actions that are appropriate for future development the order and precise scope of which may change. Section 1.6 recommends a process for considering, assembling, and implementing recommended NEVP-PMP actions. The recommended parking management actions are outlined in Section 2.0, which comprises a 'toolbox' of parking management actions from which solutions to specific parking concerns could be implemented if and when changes in parking conditions are defined. Section 2.3 illustrates the application of how parking management actions would be applied to a potential change in parking supply and demand.

### 1.2 Methodology

The NEVP-PMP was built on knowledge of existing weekday and weekend parking conditions, including:

- Parking supply and demand as called for in the EIR Finding 4.1.1 (See **Appendix A**);
- The effect on parking of development projects proposed for the NEVP; and
- A review of parking management measures that is suitable for the NEVP area.

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<sup>1</sup> North Embarcadero Alliance Visionary Plan Final Master Environmental Impact Report (UPD # 83356-EIR-351; SCH # 1999031037)" April 25, 2000.



Data utilized in developing the NEVP-PMP included:

- The North Embarcadero Alliance Visionary Plan Parking Analysis and Parking Management Plan, October 1999
- An inventory of parking spaces conducted by the Port of San Diego in January 2008 (See *Appendix A*)
- Observations of parking utilization conducted by the project Team (See *Appendix A*)
- Interviews with representatives of NEVP lessees, County of San Diego, City of San Diego agencies, Port departments, and commercial facilities that provide long term parking for NEVP users that are located outside of the NEVP area

### 1.3 Plan Area

The NEVP-PMP recommends actions for the area between Laurel Street to the north, the railroad tracks to the east, the intersection of Pacific Highway and Harbor Drive to the south, and San Diego Bay to the west, as shown on *Figure 1*.

### 1.4 Parking Environment

Approximately 4,600 parking spaces are available throughout the NEVP area in publicly and privately owned facilities and on the street, as shown in *Figure 2*.<sup>2</sup> Approximately 2,700 (or 59%) of these spaces are available without time or user restrictions.

The supply of publicly available parking in the NEVP is adequate to support most existing activities if the NEVP area is looked at in its entirety, without regard to spatial or temporal variations; however, parking to support public activities may not be adequate in selected subareas of the NEVP where the demand for parking exceeds the supply and/or there is greater utilization of more desirable parking areas (i.e., those that are better known, more easily found, or closer to destinations). For example, a review of demand and supply showed that well-known parking areas, such as Lane Field parking along the Embarcadero and at the Midway Museum, commonly exceed 90% occupancy, whereas on-street parking in the same areas may be only 40% utilized. Compounding the imbalance in utilization is the patchwork nature of the parking supply in the NEVP Area (i.e., on and off-street; public and private; very limited parking dedicated to specific destinations).

The need for parking in a specific area of the NEVP is based on the proximity of a parking facility or other means of access to a chosen destination (i.e., restaurants, cruise ships, special events, cultural, or passive recreation pursuits). Travelers choose where to park based on what activity they intend to pursue along the Embarcadero. For example, visitors to the Midway Museum are likely to

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<sup>2</sup> Port Internal Study – Winter2007/Spring 2008



want to park in facilities close to that destination and not in areas more distant, such as in the vicinity of the Grape Street Pier. Thus an examination of parking in the NEVP area that only looked at overall conditions instead of localized conditions would not represent circumstances faced by NEVP area users and would provide little guidance to the development of parking management actions.

### Park & Walk Areas

The NEVP area was broken into four smaller zones, referred to as “Park & Walk” areas, to better represent parking conditions facing NEVP users, guide development of Parking Management recommendations, and establish a basis for monitoring parking conditions. The Park & Walk areas are semi-circle-shaped zones positioned around four key destinations along the Embarcadero (i.e., Grape Street Pier, Star of India, B Street Cruise Ship Terminal, and the Midway Museum) that extend from 500 to 1,400 feet from the Embarcadero to reach parcels that pedestrians could likely walk to within five to ten minutes.<sup>3</sup> The supply of parking in each “Park & Walk” area was identified and the utilization of that supply was counted to understand conditions that NEVP users face in making use of waterfront. The four “Park & Walk” areas shown on **Figures 3** through **6** include:

1. Grape Street Pier
2. Star of India
3. B Street Cruise Street Terminal
4. Midway Museum

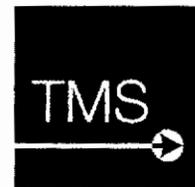
### **1.5 NEVP Development Program**

Development of real estate on Port owned parcels will displace existing publicly-available parking temporarily when sites are undergoing construction and may affect the number of parking spaces available on a parcel after proposed projects are completed. **Table 1** shows development proposed and/or envisioned for 13 sites in the NEVP along with existing parking spaces.<sup>4</sup> As shown on **Table 1**, the schedules and scopes of the development programs for most of the sites are not well defined. The Parking Management Plan considers this condition in identifying a series of actions that could be taken throughout the NEVP area and/or in response to more specific development proposals.

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<sup>3</sup> The size of each “Park & Walk” area is based on distance (feet) and time (minutes) that were traveled during actual field work as modified by consideration of standards for how far pedestrians would be willing to walk to transit and parking facilities. See **Appendix A** for a description of how “Park & Walk” areas were developed and the parking conditions in each area.

<sup>4</sup> Port of San Diego, Real Estate Division, December 2007



## 1.6 Process for Assembling NEVP-PMP Programs

Addressing parking and accessibility needs in the NEVP before, during, and after expected real estate and/or public infrastructure development requires active management of existing and potential parking resources in order to provide NEVP area users with convenient access to the region's urban waterfront. Actively managing parking is critical, since conditions in the NEVP will change as development of real estate and investment in public infrastructure varies with economic cycles. The impacts of this changing environment are even harder to anticipate as the nature and timing of development activity is not known for most NEVP area parcels.

There are a number of parking management actions contained in the NEVP-PMP Toolkit (i.e., **Table 2**) that the Port should implement if and when well-defined proposals for changes in land use and/or public infrastructure materialize. Some of these measures are best implemented throughout the NEVP to ensure ease of use for travelers, consistent parking pricing and curb use practices, and to affect travel across the NEVP, while other actions are more applicable in specific Park & Walk Areas based on the nature of a proposed development.

Port planners should engage the process described below to assemble parking management tools appropriate for addressing parking needs associated with well defined land use and/or public infrastructure proposals:

### I. Consider Existing Parking Conditions

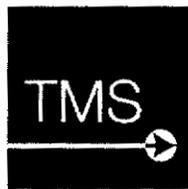
- I.1: Review data contained in **Appendix A** to understand existing conditions (i.e., pre-development proposal) and use it as the basis for measuring the effects of a proposed project(s) on the adequacy of parking.

### II. Develop and Implement Areawide/Pre-Project Measures

- II.1: Identify areawide NEVP-PMP measures (see **Table 2**) that should be taken in advance of loss of any parking in the NEVP area. The review should include creating detailed plans to guide development of a measure and its implementation.

### III. Project Specific NEVP-PMP Measures

- III.1: Assess changes in the adequacy of parking no less than annually at a parcel(s) on which a change in land use and/or land use intensity has occurred when a new proposal is submitted. The assessment should identify effects on parking during and after construction of the proposed project at the site and in the Park & Walk area in which the proposed project is located.



- III.2: Determine if the supply of parking in the Park & Walk area (i.e., considering supply of non-project parcels) is sufficient<sup>5</sup> to absorb the demand expected to be displaced temporarily and/or permanently by the proposed project.
- III.3: Identify possible shortages of temporary and/or long-term parking in Park & Walk areas that may remain after absorption of parking demand
- III.4: Review potential NEVP-PMP actions (see **Table 2**) to determine applicability to areawide, affected Park & Walk area(s), and parcel-specific parking concerns.
- III.5: Select candidate NEVP-PMP measures that address potential changes in parking conditions for further consideration and describe their effect on meeting expected parking demand, costs, effects on Port tenants, actions to mitigate potential negative effects, and contingency actions.
- III.6: Coordinate with stakeholders, lessees, parking operators, Metropolitan Transit System (i.e., MTS, elected officials, etc.) to review candidate actions.
- III.7: Rank candidate proposal-specific NEVP-PMP measures and select measures for implementation.
- III.8: Prepare a development proposal-specific "NEVP-PMP Implementation Program" that schedules tasks to address temporary parking concerns expected to arise during construction and permanent changes expected to occur after construction.
- III.9: Engage the proposal-specific "PMP Implementation Program" prior to obtaining the first permit for grading/building.

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<sup>5</sup> See **Appendix A** for calculation of Park & Walk area parking conditions



## **Section 2**

# **Parking Management Strategies and Actions**





## SECTION 2.0: PARKING MANAGEMENT STRATEGIES AND ACTIONS

### 2.1 Strategies

The following strategies should guide consideration and selection of NEVP-PMP measures:

1. **Make it easy for NEVP users to locate and use transportation services** in each “Park & Walk” area that allows them to park once and circulate throughout the NEVP area without a private vehicle.
2. **Shift long term parking demand**, especially parking demand associated with the Cruise Ship Terminal on the B Street Pier, to Port-owned property on the north side of Lindbergh Field, adjacent to the SanPark long term parking facility. This parking area could be used to meet other long-term parking needs (e.g., air races) depending on availability and need to reserve spaces for expected cruise patron demand. It would be necessary to have a high frequency, convenient transportation service to move long term parkers to their destinations.
3. **Make it easier for travelers to find available parking** by creating a highly visible and easy to understand parking wayfinding system. There is excess capacity in many parking facilities in the NEVP Area; however, these parking spaces are located on street segments and in facilities that are not readily known (or visible) to visitors, are separated by private and public parcels, and may not meet the needs of NEVP visitors in terms of pricing, length of stay, and location relative to destinations.
4. **Shift midweek parking demand to the Grape Street Park & Walk Area** where there is existing parking and possibly, in the future, even greater excess capacity for absorbing surplus demand from other areas where the supply of parking may be reduced. This area includes the site where the Port is considering construction of a structure to provide parking for Solar Turbines and additional parking spaces for the public. It would be necessary to have transportation for parking users to circulate to other parts of the NEVP in order for parking in the Grape Street Park & Walk Area to be attractive. The movement of parking demand to this area should be a priority if and when the Port constructs a parking facility on a parcel that is used by Solar Turbines for employee parking.
5. **Provide transportation for NEVP users to circulate between parking facilities and destinations** without using their vehicles including long term parking facilities that are not in the NEVP. This ability to move without a private vehicle will allow for visitors to park vehicles once and access multiple destinations, thus reducing the need for having sufficient parking in each Park & Walk Area to support that area’s activities. The success of a circulator will depend, in part, on the presence of signage conveying where to access the transportation service at parking facilities



and destinations. Passenger loading areas at vehicle stops will need to be visible, clean, safe, and have amenities for users (e.g., lighting and weather protection). There have been discussions with MTS regarding operation of a circulator. There should be one circulator stop in each area that can serve multiple destinations along the Embarcadero. This approach to locating stops will improve vehicle operations, reduce travel time for riders, and minimize the loss of curb parking spaces.

6. **Direct contractors to have construction-related vehicles park at parcels programmed for development**, but not under active development. Potential areas include parcels on the east side of Pacific Highway north and south of Broadway with the capacity to park approximately 190 and 250 vehicles respectively and the parcel at the northeast corner of Grape Street and Pacific Highway with the capacity to park approximately 50 vehicles.<sup>1</sup>

## 2.2 NEVP-PMP Measures

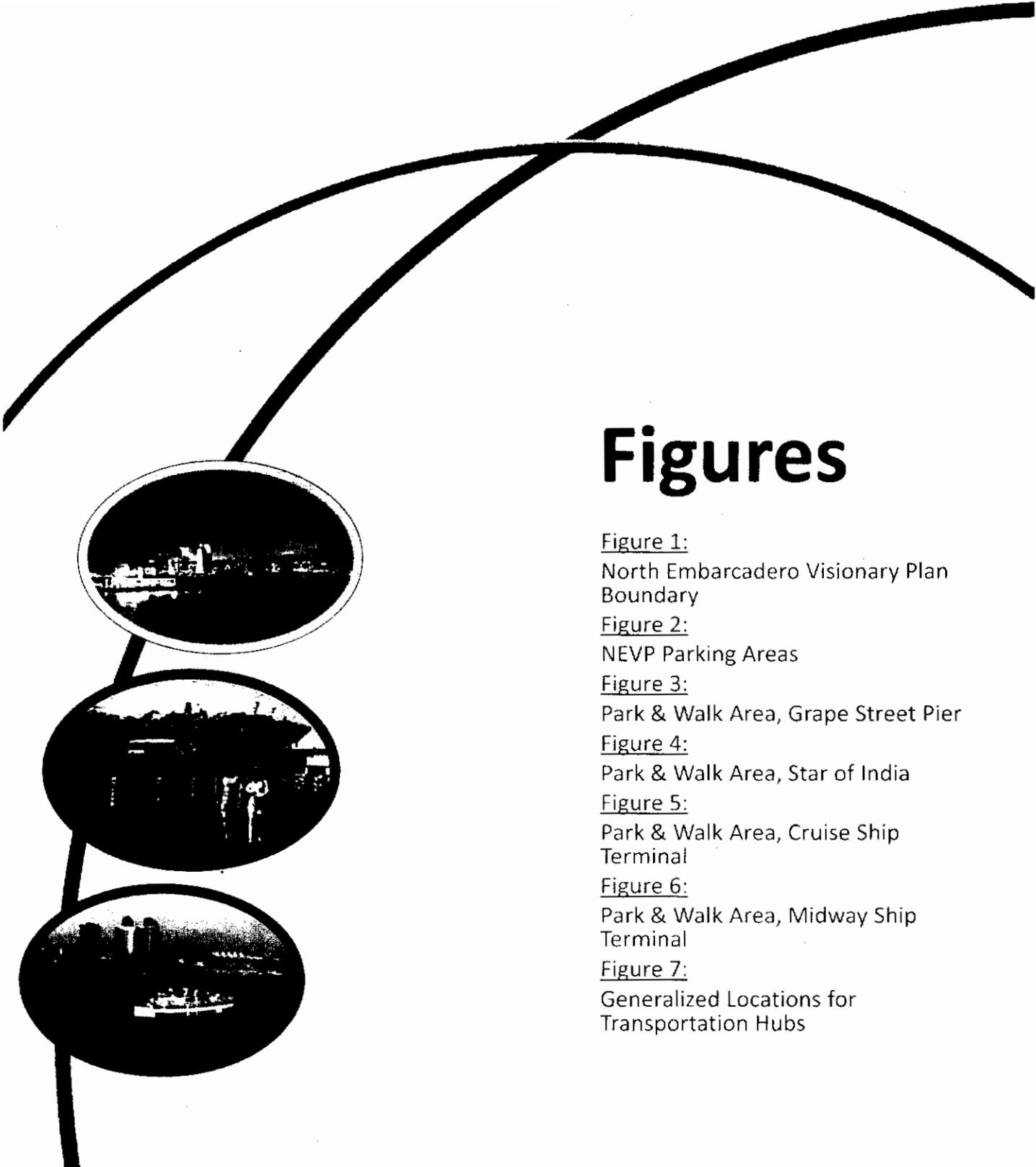
The measures presented in **Table 2** were assembled using the strategies noted above. The description of NEVP-PMP measures include the level of applicability (i.e., entire NEVP, Park & Walk area, parcel), the level of effect (i.e., high, medium, low), the timeframe of when the measure could be implemented based on the expected complexity of development and implementation (i.e., Immediate Term – 2009/10, Mid-Term – 2011/2012, and Long-Term – 2013/2014), and the level of cost (i.e., high, medium, low), and implementation considerations.

## 2.3 Sample NEVP-PMP Toolbox Solutions

Port staff created three potential NEVP project scenarios that may emerge as the basis for illustrating parking management measures that would address expected changes in parking conditions. **Table 3** describes the three potential development scenarios, identifies changes in parking conditions that could be expected from the project scenarios, and recommends NEVP-PMP measures that could address the expected changes in parking conditions.

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<sup>1</sup> Drawn from materials provided by Port of San Diego Real Estate Department that was prepared by Five Star Parking, June 2008



# Figures

Figure 1:

North Embarcadero Visionary Plan  
Boundary

Figure 2:

NEVP Parking Areas

Figure 3:

Park & Walk Area, Grape Street Pier

Figure 4:

Park & Walk Area, Star of India

Figure 5:

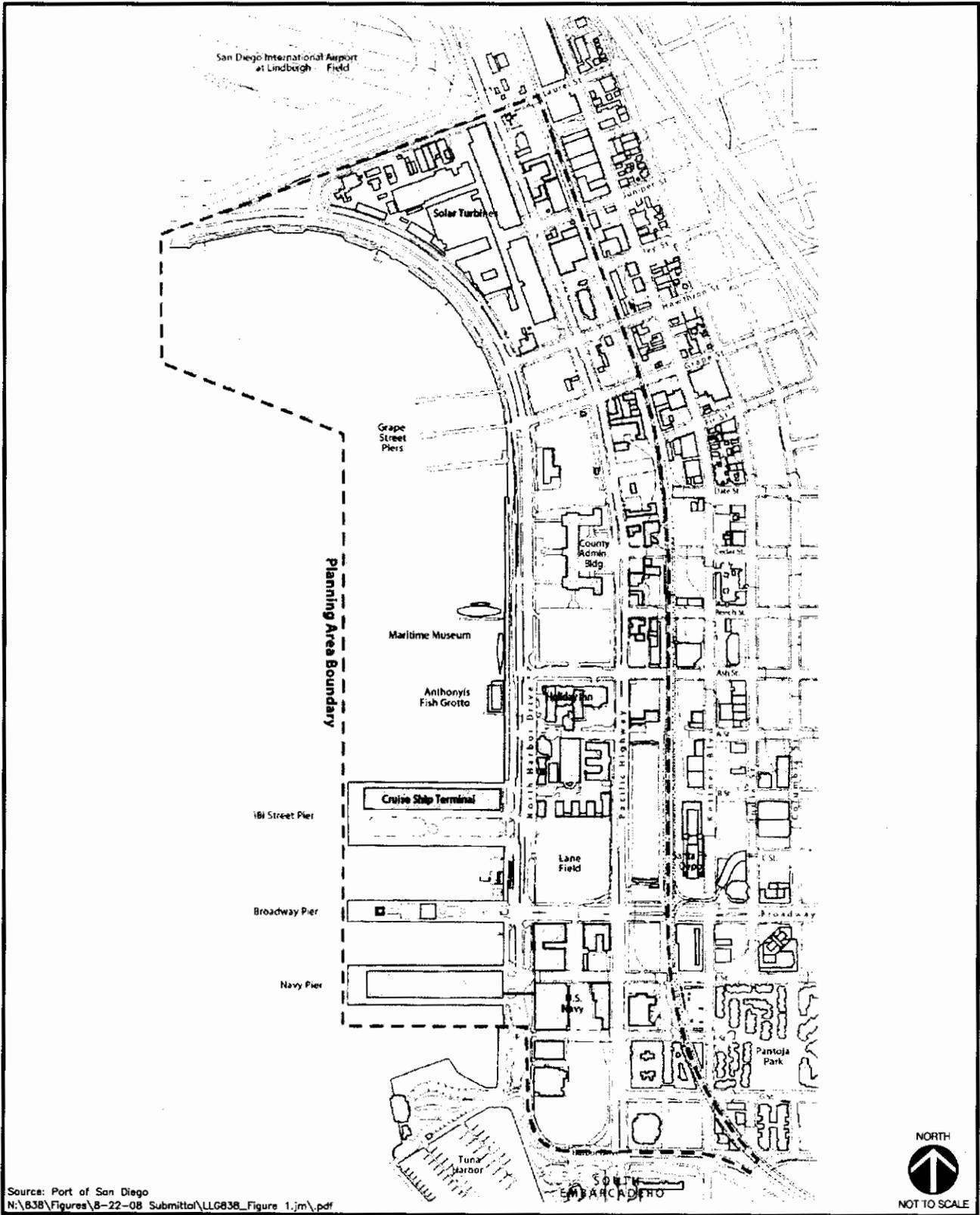
Park & Walk Area, Cruise Ship  
Terminal

Figure 6:

Park & Walk Area, Midway Ship  
Terminal

Figure 7:

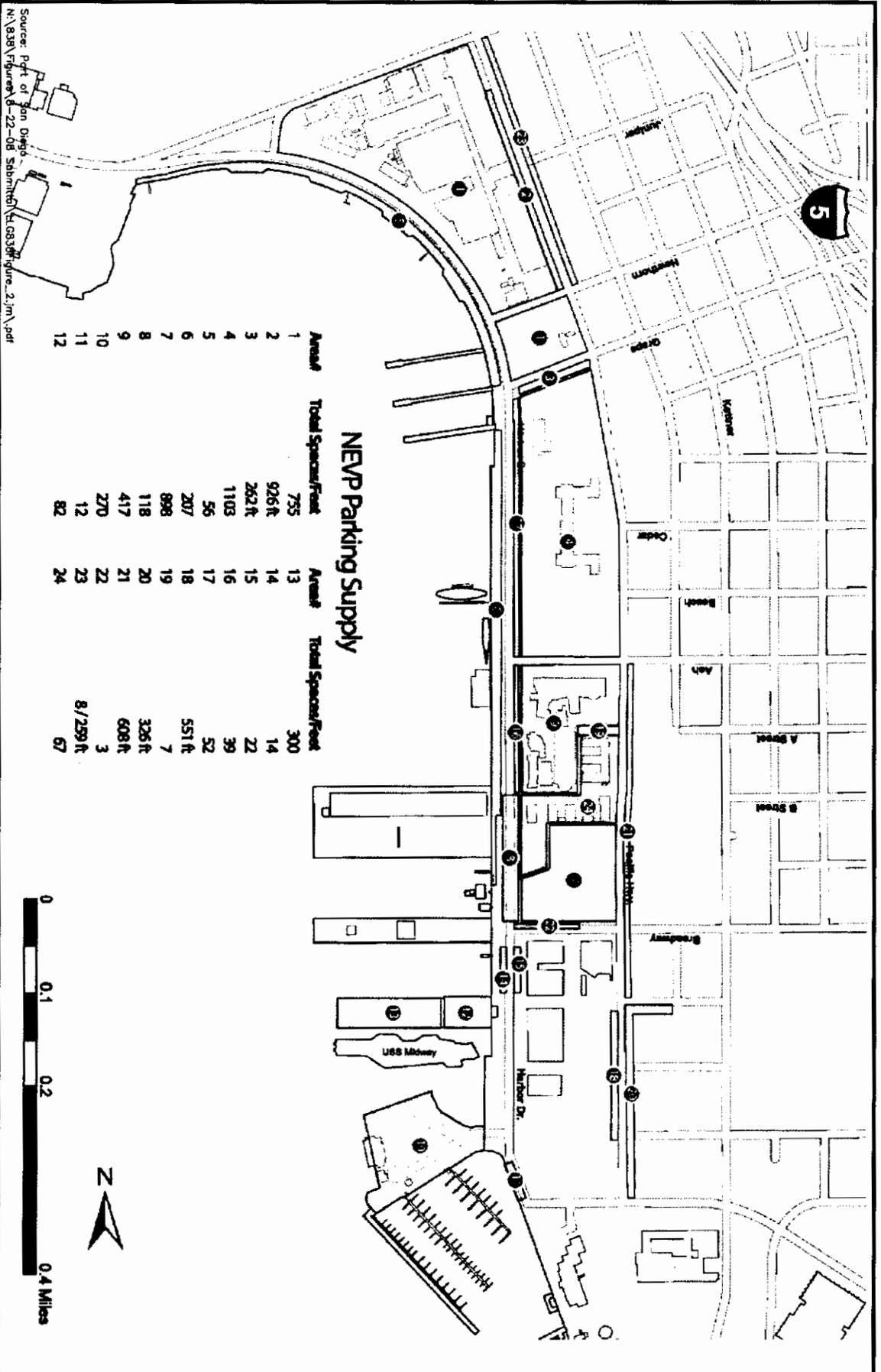
Generalized Locations for  
Transportation Hubs



**Figure 1**

**North Embarcadero Visionary Plan Boundary**



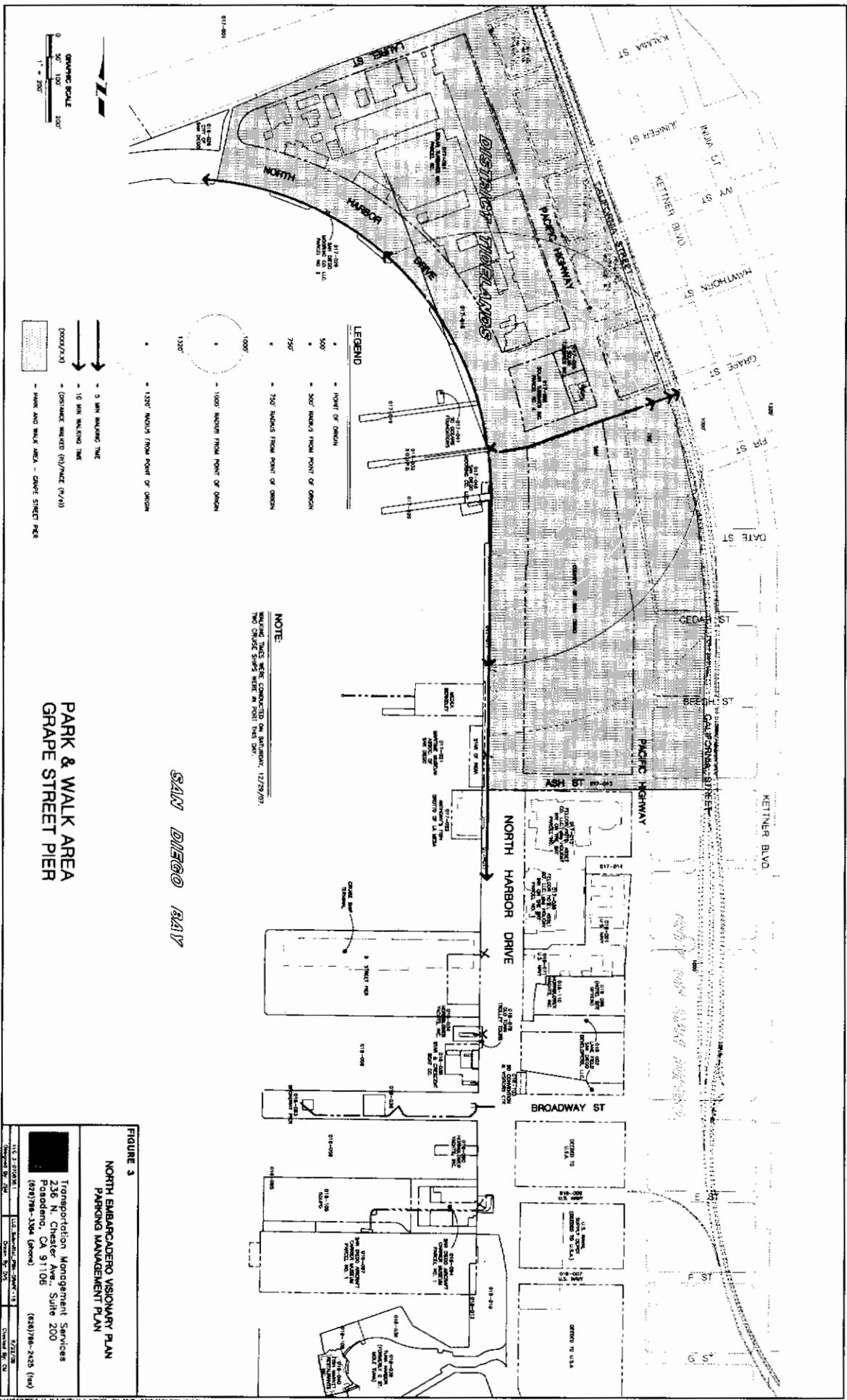


Source: Part of San Diego  
 N:\838\Figure 8-22-08 Sabritha\City0838\Figure-2.mxd



Figure 2

NEVP Parking Areas



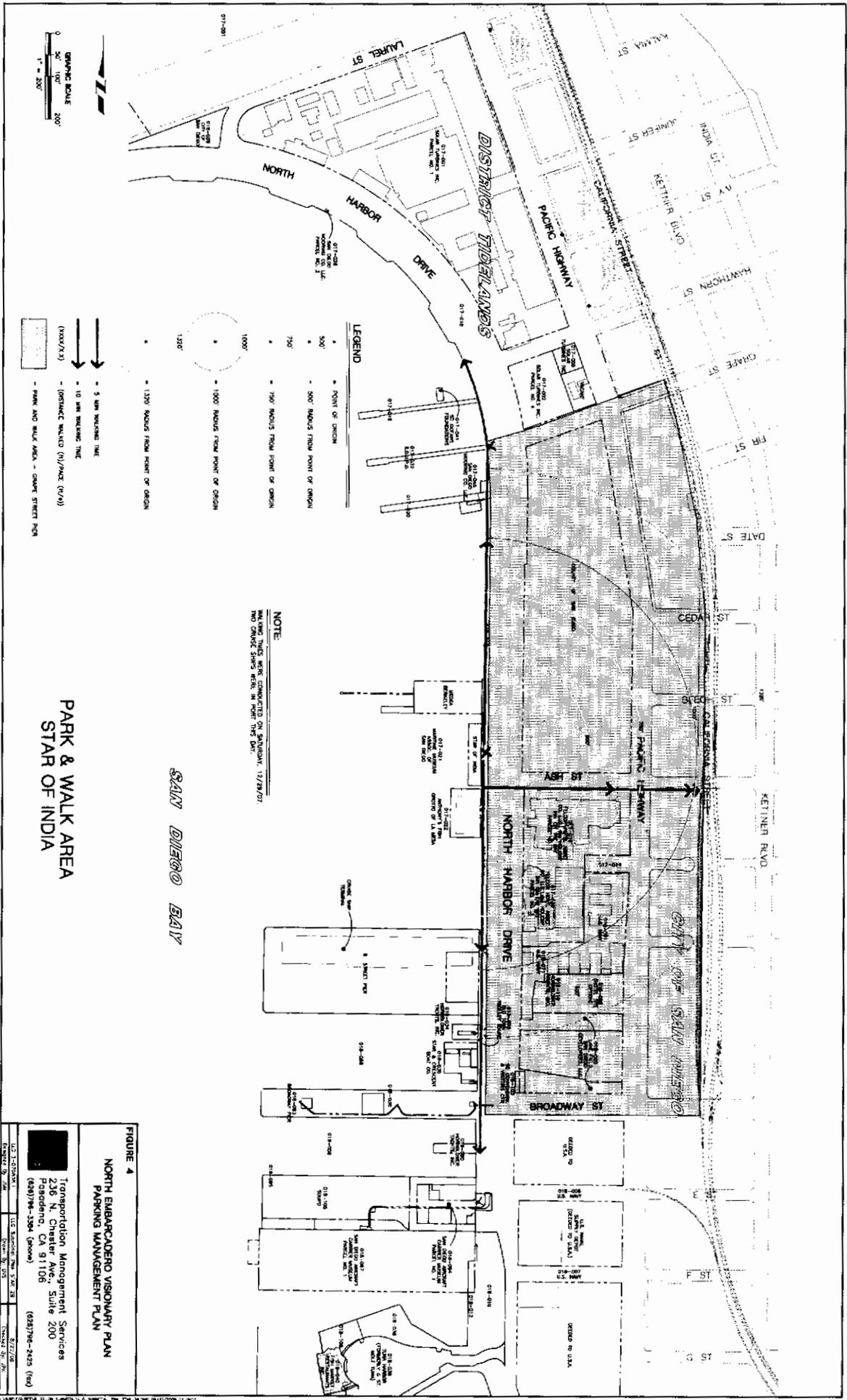
**PARK & WALK AREA  
 GRAPE STREET PIER**

**SAN DIEGO BAY**

**FIGURE 3**  
**NORTH EMBARCADERO VISIONARY PLAN**  
**PARKING MANAGEMENT PLAN**

Transportation Management Services  
 236 N. Chester Ave., Suite 200  
 Pasadena, CA 91105  
 (828)798-1304 (Phone)  
 (800)798-2425 (Fax)

DATE: 12/29/07  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 APPROVED BY: [Name]

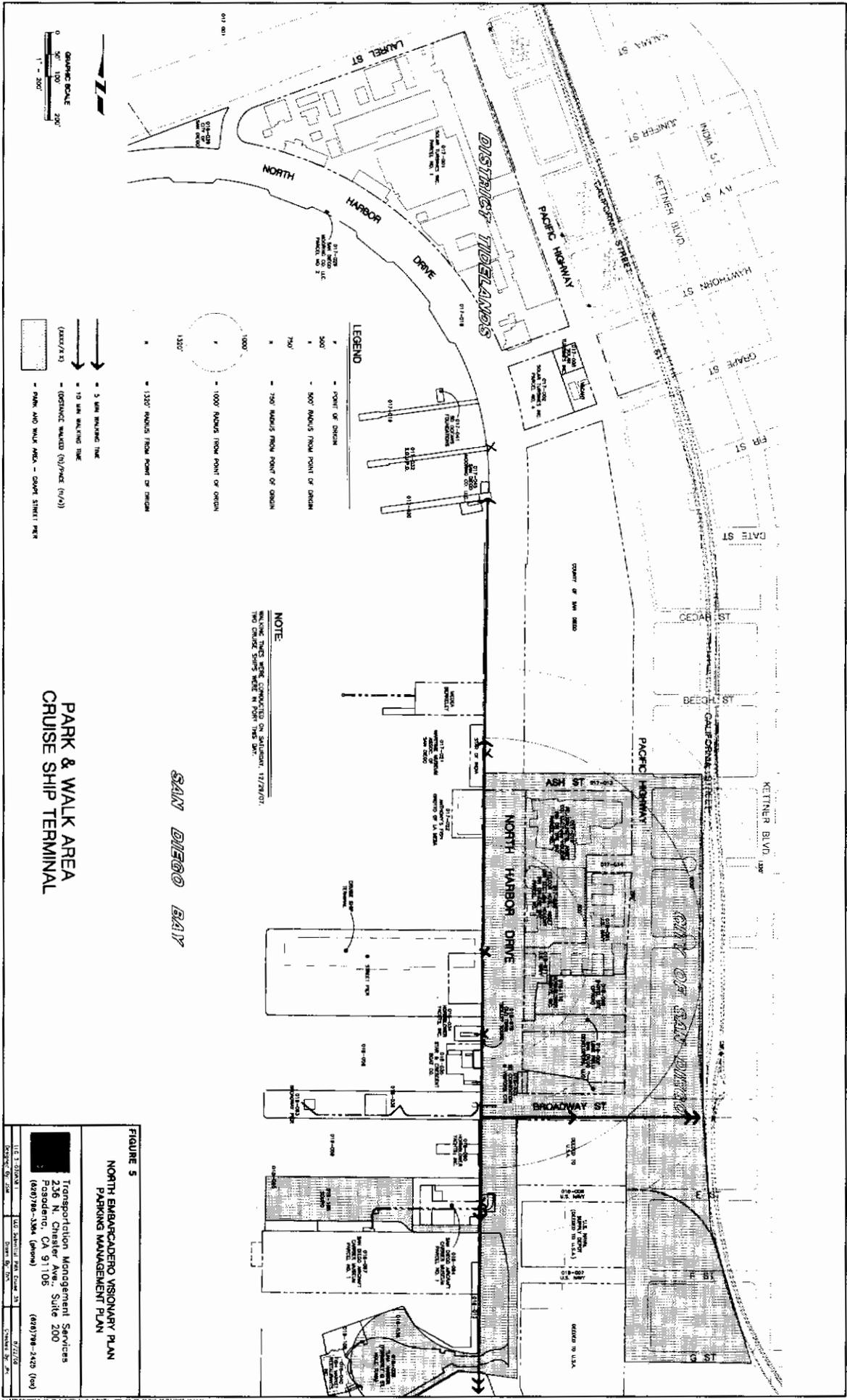


**PARK & WALK AREA  
STAR OF INDIA**

**SAN DIEGO BAY**

**FIGURE 4**  
**NORTH HARBOR DRIVE VISIONARY PLAN  
 PARKING MANAGEMENT PLAN**

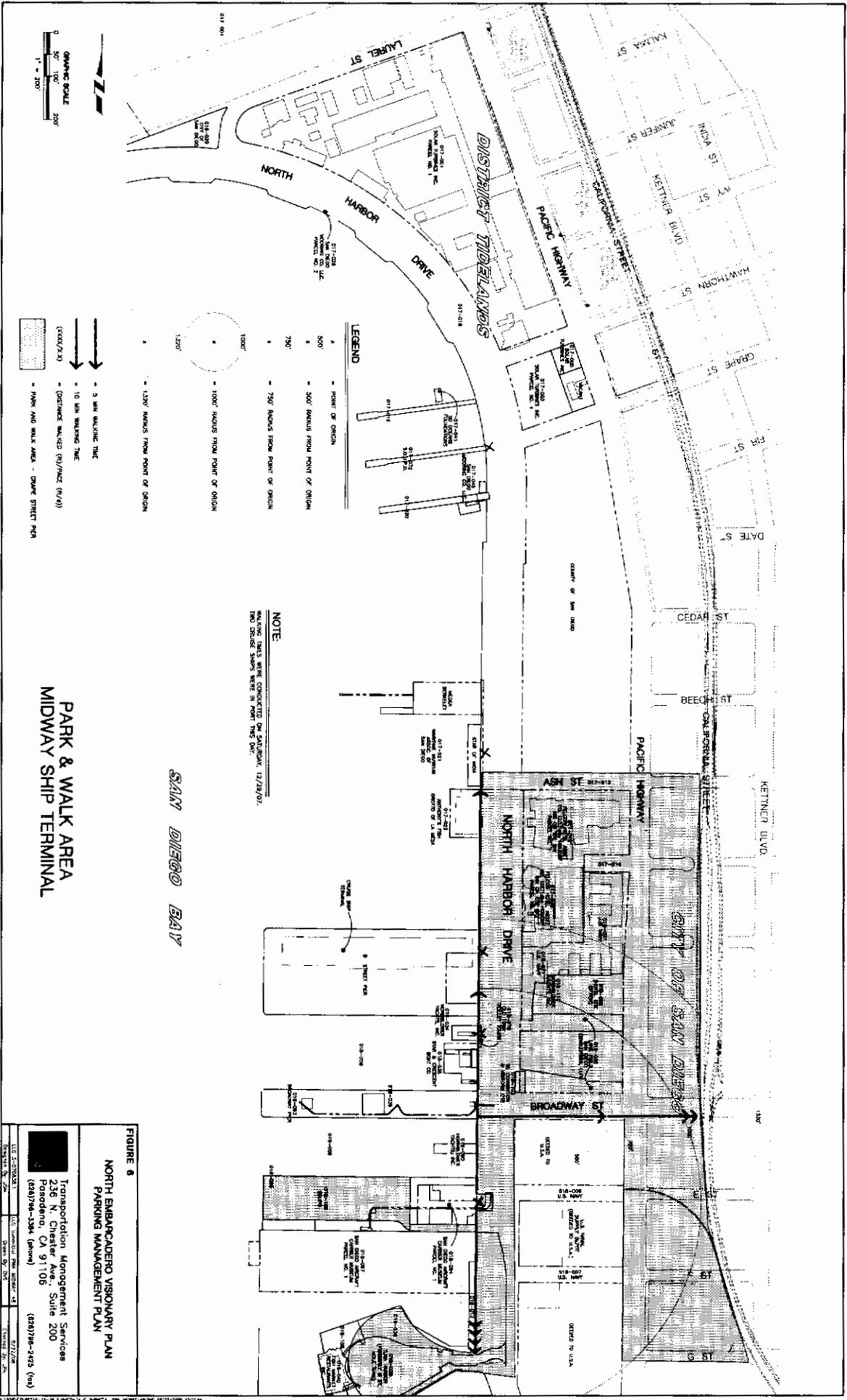
Transportation Management Services  
 236 N. Chester Ave., Suite 200  
 Pasadena, CA 91106  
 (626)796-3044 (phone)  
 (626)796-2423 (fax)



**FIGURE 5**  
**NORTH EMBARCADERO VISIONARY PLAN**  
**PARKING MANAGEMENT PLAN**

Transportation Management Services  
 236 Clay Street, Suite 200  
 Redwood City, CA 94063  
 (650) 798-2425 (fax)  
 (650) 798-2424 (phone)

DATE: 08/27/06  
 DRAWN BY: JN  
 CHECKED BY: JN  
 SCALE: AS SHOWN



**PARK & WALK AREA  
MIDWAY SHIP TERMINAL**

**SAN DIEGO BAY**

**FIGURE 6**  
**NORTH EMBARCADERO VISIONARY PLAN**  
**PARKING MANAGEMENT PLAN**

Transportation Management Services  
 236 N. Chester Ave., Suite 200  
 Pasadena, CA 91108  
 (820)798-1384 (phone)  
 (820)798-2493 (fax)

DATE: 12/20/01	BY: [Signature]
REVISION: 01	DATE: 01/20/02
REVISION: 02	DATE: 02/20/02
REVISION: 03	DATE: 03/20/02

**NOTE:**  
 WALKING TIMES WERE CONDUCTED ON SATURDAY, 12/28/01.  
 TWO OTHER WALKS WERE IN APRIL AND MAY 01.

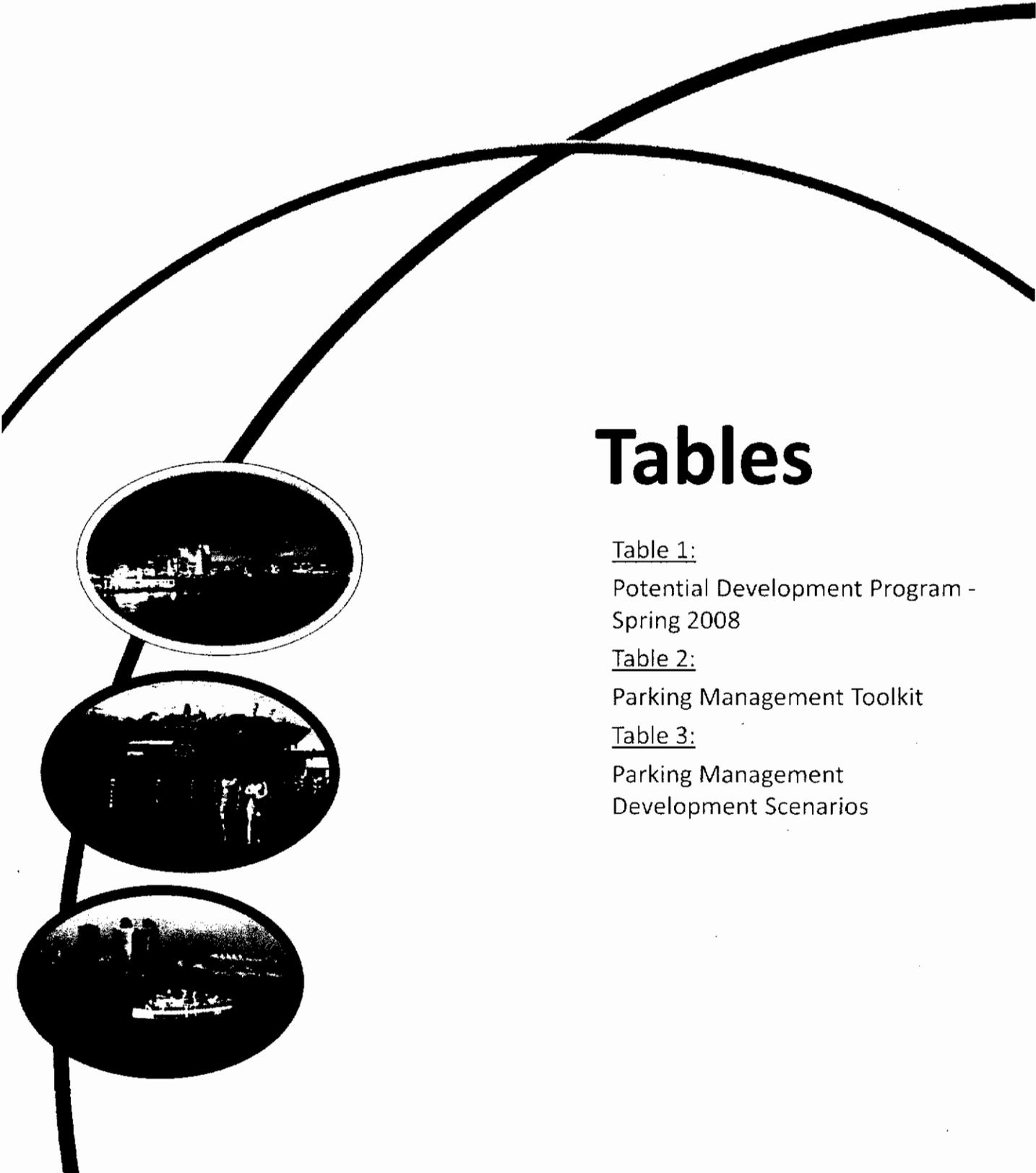
**LEGEND**

- - POINT OF ORIGIN
- - 500' RADIUS FROM POINT OF ORIGIN
- - 750' RADIUS FROM POINT OF ORIGIN
- - 1000' RADIUS FROM POINT OF ORIGIN
- - 1200' RADIUS FROM POINT OF ORIGIN
- - 5 MIN WALKING TIME
- - 10 MIN WALKING TIME
- (XXXX/XX) - DISTANCE WALKED (M)/TIME (M/SS)
- ▨ - PARK AND WALK AREA - DRIVE STREET NOW

**GRAPHIC SCALE**  
 0 50' 100' 200'  
 1" = 200'







# Tables

Table 1:

Potential Development Program -  
Spring 2008

Table 2:

Parking Management Toolkit

Table 3:

Parking Management  
Development Scenarios

**Table 1  
NEVP Parking Management Plan  
Potential Development Program - Spring 2008**

Solar Turbines	2200 Pacific Highway	Industrial	996	Unknown	NA
Maritime Museum	1492 North Harbor Drive	Museum	6	Unknown	NA
Holiday Inn on the Bay	1355 North Harbor Drive	Hotel and Retail	453	Unknown	NA
Anthony's	1360 North Harbor Drive	Restaurant	-	Unknown	Potential redevelopment plan. No specific information.
United States Navy	1220 Pacific Highway	Government Offices	41	LT	Potential relocation from office buildings to a yet to be identified location off tidelands. Likely to be completed within the next five years.
Hornblower	1066 North Harbor Drive	Harbor Tours and Charters	-	Unknown	Potential relocation to another facility, perhaps at Grape Street. No specific information at this time. See Maritime Department for more details.
Star & Crescent Boat Co.	1050 North Harbor Drive	Harbor Tours and Charters	-	Unknown	Potential relocation to another facility, perhaps at Grape Street. No specific information at this time. See Maritime Department for more details.
Next Level Sailing	North Harbor Drive	Harbor Tours and Charters	-	Unknown	Potential relocation to another facility, perhaps at Grape Street. No specific information at this time. See Maritime Department for more details.
Lane Field	Broadway and Harbor Drive	Parking Facility	880	IM	Development of parking facility into two hotels (800 rooms), retail (80,000 sf), and two levels of underground parking (1,300 spaces) to commence Spring 2008
Convention and Visitors Bureau	1040-1/3 West Broadway	Information Offices	3	IM	Trailer to relocate to head of former Navy Pier 11A or Holiday Inn premises
Old Town Trolley Tours	W/s Harbor Dr. at Broadway Pier	Commercial/Recreation	-	Unknown	Likely to be relocated/consolidated depending upon outcome of NEVP Phase One design validation.
USS Midway Museum	910 North Harbor Drive	Museum	67	NA	NA
Coastal Access Feature Project - Phase 1	1500-2100 North Harbor Drive	Infrastructure Improvements	170	IM	
Broadway Pier Cruise Ship Terminal	1140 North Harbor Drive		42	IM	May take place at same time as Coastal Access Features Project
Former Navy Pier 11A	Prolongation of "E" Street North Harbor Drive	Parking Facility	400	LT	Likely to be redeveloped within the next five years. Parking will likely be reduced, but remain to some extent on the pier.

29-Jun-09

**Development Program Periods**

Immediate (IM) = 2009 – 2010  
 Short Term (ST) = 2011 – 2012  
 Long Term (LT) = 2013 – 2014

**Table 2**  
**North Embarcadero Visionary Plan**  
**Parking Management Toolkit<sup>1</sup>**

**#1: Create Transportation Hubs at Park & Walk Areas**

<p><b>1.1: Designate Transportation Hubs in Park &amp; Walk Areas</b></p>	<p>Clustering transportation facilities and services will make it easier for travelers to know where to access means for moving to, from, and about the NEVP</p> <p>Transportation hubs should have a consistent set of facilities, services, and imagery in each of the “Park &amp; Walk Areas,” including circulator stops, bicycle storage devices, transportation information displays, information on nearby activities, Pedicab waiting areas, valet parking, Pay and Display parking services, passenger loading zones, and clearly marked pedestrian walkways for travelers to circulate safely and conveniently to and from Transportation Hubs.</p> <p>Consolidating transportation facilities and services will help in managing movement of people and vehicles to avoid conflicts</p> <p>Transportation hubs should have loading zones that enable peripheral parkers to return to the NEVP to collect passengers and/or goods,</p>	<p>Primary Application:          Areawide</p> <p>Time Horizon: ST<sup>2</sup></p> <p>\$\$<sup>3</sup></p> <p>See <b>Figure 7</b> for general Locations for Transportation Hubs</p>
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<sup>1</sup> Many strategies noted in this table are drawn from parking management techniques, including the “Downtown Comprehensive Parking Plan” being developed by the Centre City Development Corporation

<sup>2</sup> Refers to time horizon for initial implementation; Immediate (IM) - 2009/20010; Short Term (ST) - 2011/2012; Long Term (LT) – 2013/2014

<sup>3</sup> \$ = Up to \$100K; \$\$ = \$100K to \$1M; \$\$\$ = \$1M to 10M+

	<p>thus eliminating concerns regarding movement of mobility impaired individuals and/or transporting goods purchased in the NEVP on shuttles.</p> <p>Creation of three Transportation Hubs are recommended (i.e., Grape Street Pier, Star of India, and at the Broadway Pier) to serve the four Park and Walk Areas. Placement of a Transportation Hub to serve the Midway area would be too close to a Hub at the Broadway Pier to have value and creating a Transportation Hub at the far south end of the NEVP would not serve destinations within the NEVP well. Designating a Transportation Hub further south than the B Street Cruise Terminal may be warranted if and when more activity emerges in this area.</p>	
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**Table 2**  
**North Embarcadero Visionary Plan**  
**Parking Management Toolkit**

<b>#2: Improve Transportation Services</b>	
<b>2.1: Operate Circulator-Type Transportation Service</b>	<p>A transportation service that provides a means to move throughout the NEVP:</p> <ul style="list-style-type: none"> <li>▪ Allows motorists to park vehicles and travel to NEVP venues</li> <li>▪ Allows motorists to park in facilities not in the NEVP that are designated for long-term NEVP Parking (e.g., for cruise ship passengers, event attendees, etc.)</li> </ul> <p>Place a circulator stop at each "Park &amp; Walk Area" Transportation Hub (Measure 1.1).</p> <p>Vehicles should allow for fast passenger boarding and alighting.</p> <p>Facility and sign design should match graphic treatments on vehicles to make identification easy for travelers.</p> <p>MTS should be given opportunity to consider providing service and integrating it into service for downtown</p> <p>Examples:  <i>Downtown/Waterfront - Long Beach, CA</i>  <a href="http://www.lbtransit.com/Services/Passport.aspx">http://www.lbtransit.com/Services/Passport.aspx</a></p> <p>Primary Application: Serving designated long term parking areas (IM)</p> <p>Secondary Application: Transportation between Park &amp; Walk area Transportation Hubs (ST)</p> <p>\$\$\$</p> <p>Minimize number of stops to short headways</p> <p>Cluster distribution at center of Park &amp; Walk Area</p>



	<i>Santa Monica, CA – Tide Service</i> <a href="http://www.bigbluebus.com/miniblue/tidemap.html">http://www.bigbluebus.com/miniblue/tidemap.html</a>	
<b>2.2: Provide for Safe and Attractive Pedicab Operations</b>	Designate pedicab stops at each Transportation Hub (See Measure #1.1) to minimize conflicts with pedestrians and motor vehicles  Limit the number of places pedicabs are allowed to stop to make it easy for users to access service and to minimize conflicts	Primary Application: Area-wide  Time Horizon: IM  \$

**Table 2**  
**North Embarcadero Visionary Plan**  
**Parking Management Toolkit**

<b>#3: Increase Parking Supply</b>		
<b>3.1: Construct Parking Facility on Parcel 017-002 (Solar Turbines parcels)</b>	<p>Add 1,500 spaces to Grape Street Park &amp; Walk Area parking supply</p> <p>Would provide parking for Solar Turbines and general public:</p> <ul style="list-style-type: none"> <li>▪ Solar Turbines parking demand occurs on mid-week days during the day</li> <li>▪ General public demand expected during the evening and on weekend days</li> </ul>	<p>Primary Application: Grape Street Park &amp; Walk Area</p> <p>Time Horizon: LT</p> <p>\$\$\$</p> <p>Could serve entire NEVP Area if served by transportation service</p>
<b>3.2: Create Long-Term Parking Area on Property on North Side of Airport</b>	<p>Provides parking for long term parked vehicles:</p> <ul style="list-style-type: none"> <li>▪ Absorbs loss of cruise-related parking demand at Lane Field (approximately 500 passenger and 130 employee vehicles)<sup>4</sup></li> <li>▪ Long-term events</li> <li>▪ Employees</li> </ul> <p>Frees up parking for short-term visitors</p>	<p>Primary Application: Cruise Ship Terminal Park &amp; Walk Area</p> <p>Time Horizon: ST</p> <p>\$\$\$:</p> <ul style="list-style-type: none"> <li>▪ Site modification</li> <li>▪ Motorist/user</li> </ul>

<sup>4</sup> Port of San Diego, Real Estate Department



<p><b>Examples:</b>  <b>Chattanooga, Tennessee</b>          1,200 remote parking spaces in two facilities support the Tennessee Aquarium <a href="http://www.tnaqua.org/VisitorInfo/Parking_tips.asp">http://www.tnaqua.org/VisitorInfo/Parking_tips.asp</a></p> <p><b>Aspen, Colorado</b>  <a href="http://www.aspenpitkin.com/depts/61/riogrande.cfm">http://www.aspenpitkin.com/depts/61/riogrande.cfm</a></p>	<p>information</p> <ul style="list-style-type: none"> <li>▪ Shuttle start-up and annual operation (See Action 2.1)</li> </ul> <p>Would require:</p> <ul style="list-style-type: none"> <li>▪ Lower rates than on-site parking</li> <li>▪ Communication with cruise industry and passengers</li> <li>▪ Static and changeable message signs at NEVP destinations</li> <li>▪ Ambassadors to assist at Terminals and remote parking</li> <li>▪ Improvements to airport parking area</li> <li>▪ Frequent shuttle service between off-NEVP and the NEVP including the Cruise Terminal</li> <li>▪ Secure baggage drop-off area at Terminal</li> </ul>
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<b>3.3: Increase Bicycle Facilities and Storage Devices</b>	Install bicycle storage devices at transportation hubs Contract with Bikesharing System Provider	Primary Application: Area-wide Time Horizon: Bicycle Storage – IM Bikesharing – M \$
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Table 2  
 North Embarcadero Visionary Plan  
 Parking Management Toolkit

<b>#4: Use Pricing to Shape Parking Demand</b>	
<p><b>4.1: Change Parking Rates to Shift Demand to Desired Locations, Time of Day, and Length of Stay</b></p>	<p>The pricing of parking can vary by:</p> <ul style="list-style-type: none"> <li>▪ type of user</li> <li>▪ season</li> <li>▪ special events</li> <li>▪ locations</li> <li>▪ time of day and day of the week</li> </ul> <p>Pricing shapes where, when, and how long a vehicle is parked (Note: A 10% increase in parking fees reduces vehicle trips by 1 to 3%)<sup>5</sup></p> <p>The price of parking should be lower in areas of the NEVP that demand should be shifted toward (e.g., rates should be reduced in Grape Street Park &amp; Walk Area to attract demand from other areas)</p> <p>The price of parking should be increased at or near parcels where the parking supply is reduced permanently to reflect an increased scarcity of parking, or due to development of parcels and/or construction of public infrastructure</p> <p>Consider allocating <u>new</u> parking revenue from increases noted above to support NEVP area improvement projects that improve access to</p>
	<p>Primary Application: Area-wide Parcel</p> <p>Time Horizon: ST</p> <p>\$</p> <p>Existing off-street parking prices vary by individual parking area and may vary by time of day and day of week</p> <p>An area-wide parking pricing scheme would establish rates to shape demand either temporally or spatially</p> <p>Higher prices will move demand toward less costly</p>

<sup>5</sup> Victoria Transportation Policy Institute – TDM Encyclopedia



	<p>leaseholder sites and/or general conditions</p> <p>Example: <i>Pasadena, CA - Old Pasadena Parking Meter District</i></p> <p>The City of Pasadena, CA dedicates all revenues from on-street parking fees to public improvements in Old Pasadena instead of delivering these local area funds to the City's General Fund. The revenues are used for improvements in Old Pasadena. . Revenues from parking fund projects and services directly benefit merchant customers and businesses including street furniture and landscaping, more police patrols, street lighting, more street and sidewalk cleaning, pedestrian facility improvements and marketing, such as area maps showing local attractions and parking options. The pricing of parking has been sent to have 15% of parking spaces available. Parking is no longer a problem for customers, who can almost always find a convenient space. Local business activity and sales tax revenues have increased far faster than in other shopping districts with lower parking rates and nearby malls that offer free customer parking.</p>	<p>parking areas</p> <p>The Port may be able to set prices for spaces on land under its control (e.g., meters along Pacific Highway)</p> <p>The Port has indirect influence with the pricing of parking on leased land</p>
<p><b>4.2: Use Parking Payment Equipment that Allows for Variable Pricing</b></p>	<p>There are many types of parking payment devices (e.g. meters, pay and display equipment) that allow for more payment options (e.g., cash, credit/debit cards), remote payment using cell phone/PDA, and changing pricing remotely. These devices allow for more efficient revenue collection and changes parking pricing dynamically.</p> <p>City of San Diego operates 50 'Pay &amp; Display' parking payment</p>	<p>Primary Application: Area-wide</p> <p>Time Horizon: ST</p> <p>\$\$ - \$7,800 per unit plus installation/maintenance</p>



	<p>stations in downtown San Diego. The City is purchasing an additional 75 units. The Pay &amp; Display units can manage parking for 6 to 10 spaces</p> <p>Example: <i>City of Aspen</i> <a href="http://www.aspenpitkin.com/depts/61/payanddisplay.cfm">http://www.aspenpitkin.com/depts/61/payanddisplay.cfm</a></p> <p><i>City of Seattle</i> <a href="http://www.seattle.gov/transportation/parking/paystation.htm">http://www.seattle.gov/transportation/parking/paystation.htm</a></p>	<p>Short payback period to City to replace meters on PCH with Pay &amp; Display devices</p>
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**Table 2.5**  
**North Embarcadero Visionary Plan**  
**Parking Management Toolkit**

<b>#5: Develop and Maintain Information on Parking Supply and Demand</b>		Primary Application:
<b>5.1: Maintain Parking Supply/Demand Database</b>	<p>Maintain data assembled for Parking Management Plan in the "Park &amp; Walk" area format for purpose of:</p> <ul style="list-style-type: none"> <li>▪ Preparing status reports on parking conditions</li> <li>▪ Assessing adequacy of parking if and when development proposals are tendered</li> </ul>	<p>Area-wide</p> <p>Time Horizon: IM</p> <p>\$ - based on data manual count technique</p>
<b>5.2: Prepare Parking Monitoring Reports</b>	<p>Prepare semi-annual NEVP Parking Conditions Report (as called for in EIR Finding 4.1.1.1)</p> <p>Use findings on supply and demand to identify parking management actions that may be needed to address changes in parking conditions resulting from reductions in supply of parking associated with real estate development and/or public infrastructure projects.</p>	<p>Area-wide</p> <p>Time Horizon: IM</p> <p>\$</p>
<b>5.3: Deliver Real-Time Parking Information to NEVP Users</b>	<p>Equip parking areas with technologies to report on availability of parking spaces; Create page on Port website to deliver parking location and availability information to visitors prior to start of trip using internet technology and to motorists on portable and/or</p>	<p>Area-wide</p> <p>Time Horizon: LT</p>



	<p>stationary Changeable Message Signs</p> <ul style="list-style-type: none"> <li>Allows users to identify location of parking prior to making trips and/or find available parking once in the NEVP</li> <li>Framented location and ownership makes development of an automated data collection process impractical.</li> <li>Electronically collected data (e.g., counters installed at affected facilities and on-street parking spaces) allows for delivery of real-time data</li> </ul> <p>Example:  <i>City of Santa Monica</i>  <a href="http://parkingspace.now.sm.gov.net">http://parkingspace.now.sm.gov.net</a></p>	<p>\$\$\$</p> <p>Will require coordination with SANDAG 511 program</p>
<p><b>5.4: Provide Hotel Guests with Information on the North Embarcadero and Transit Service</b></p>	<p>Develop print and electronic materials regarding access to the NEVP and distribute to hotel guests</p> <p>Create page on Port website for out-of-town visitors that provides NEVP access information emphasizing traveling to and around without a personal vehicle.</p>	<p>Primary Application: Areawide</p> <p>Time Horizon: IM</p> <p>\$</p>
<p><b>5.5: Create a Wayfinding Program to Guide Motorists to Desirable Parking and Pedestrians</b></p>	<p>Provide fixed and variable message signs and other equipment to direct pedestrians to/from parking, NEVP destinations (and between destinations), and other downtown locations.</p> <p>Develop graphic treatment for NEVP walking trails in and between</p>	<p>Primary Application: Areawide</p> <p>Time Horizon: ST</p>

<p><b>To Destinations and Parking</b></p>	<p>Park &amp; Walk areas and is linked to other NEVP mobility services/facilities (e.g., Circulator, Transportation Hubs)</p> <p>Indicate walk times between sign location and 1) Transportation Hubs, 2) key intersections (e.g., Harbor Drive and Grape Street) and 3) destinations (e.g., Midway).</p> <p>Examples:  <b>Downtown Charlotte, NC</b>  <a href="http://www.charmeck.org/Departments/Transportation/Special+Programs/Park%21+Center+City.htm">http://www.charmeck.org/Departments/Transportation/Special+Programs/Park%21+Center+City.htm</a>,  <a href="http://www.charlottecentercity.org/nav.cfm?cat=19&amp;subcat=108&amp;subsub=27">http://www.charlottecentercity.org/nav.cfm?cat=19&amp;subcat=108&amp;subsub=27</a></p> <p><b>Seattle:</b>  <a href="http://www.seattle.gov/transportation/docs/uptownMAP.pdf">http://www.seattle.gov/transportation/docs/uptownMAP.pdf</a>  <a href="http://www.downtownseattle.com/images/visitors/CityParkMap.gif">http://www.downtownseattle.com/images/visitors/CityParkMap.gif</a></p>	<p>\$\$</p> <p>May involve placement of pedestrian paths, lighting, and signs designed to improve access and increase walkability of area</p> <p>Will require coordination with City of San Diego and CCDC.</p>
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**Table 2**  
**North Embarcadero Visionary Plan**  
**Parking Management Toolkit**

<b>#6: Parking Operations</b>	
<b>6.1: Valet Parking Service</b>	<p>Vehicles can be parked more efficiently by attendants (Some facilities can accommodate stack parking of vehicles)</p> <p>Should be located at Transportation Hubs (See Action #1)</p> <p>Best provided at destinations with higher turnover, more distant from parking facilities, and impacted significantly by construction</p> <p>Could serve one (restaurant) or multiple locations in a Park &amp; Walk area (e.g., attendant station serving Star of India Park &amp; Walk Area)</p>
	<p><b>Primary Application:</b></p> <ul style="list-style-type: none"> <li>• Midway Park &amp; Walk Area (including G Street Mole)</li> <li>• Star of India Park &amp; Walk Area</li> </ul> <p>Time Horizon: Short Term</p> <p>\$</p> <p>Should be offered as a revenue producing concession</p> <p>Located at Transportation Hubs (See Action #1)</p>

**Table 2**  
**North Embarcadero Visionary Plan**  
**Parking Management Toolkit**

#7: Parking Demand Reduction		Primary Application: Areawide
<b>7.1: Reduce Parking Demand through TDM Actions</b>	<p>Reduces demand for parking to free up spaces for visitors</p> <p><u>Employees</u></p> <p>Employees can more easily shift to modes that don't require or reduce parking (e.g., transit &amp; carpool) than can visitors. Potential Employee TDM actions include:</p> <ul style="list-style-type: none"> <li>▪ Reduce cost of transit pass/fare</li> <li>▪ Provide financial incentives to commuter bicyclists and pedestrians</li> <li>▪ Having employees pay the full cost of parking</li> <li>▪ Offer reductions in parking fees for vehicles with more than one occupant</li> <li>▪ Provide employee parking in remote parking on Airport grounds (or other areas as available); Would require circulator to provide access to work place</li> <li>▪ Offer close-in preferential (in NEVP) parking for 3+ carpools and vanpools</li> </ul>	<p>Time Horizon: Short Term</p> <p>\$\$</p> <p>Will require staffing and may require financial incentives</p> <p>Could be delivered directly to employees or through employers</p> <p>Employers could demonstrate participation as term of lease</p> <p>Could be implemented in key locations (e.g., cruise ship terminal) as a pilot program</p>



	<ul style="list-style-type: none"><li>▪ Extensive marketing/communications</li><li>▪ Financial support for vanpools</li></ul> <p><u>Visitors</u></p> <p>Event Oriented Ridematching – provides visitors with access to other visitors interested in sharing rides to events (e.g., concert, fireworks, cultural activity). Would require modification of regional rideshare software (Ridelink.org); Link to event ridematching could be placed on Port event webpage</p> <p><i>Example:</i> Seattle, WA <a href="https://www.rideshareonline.com/eventmatching/logonframepubevent.asp">https://www.rideshareonline.com/eventmatching/logonframepubevent.asp</a></p>	Would require extensive marketing and communications
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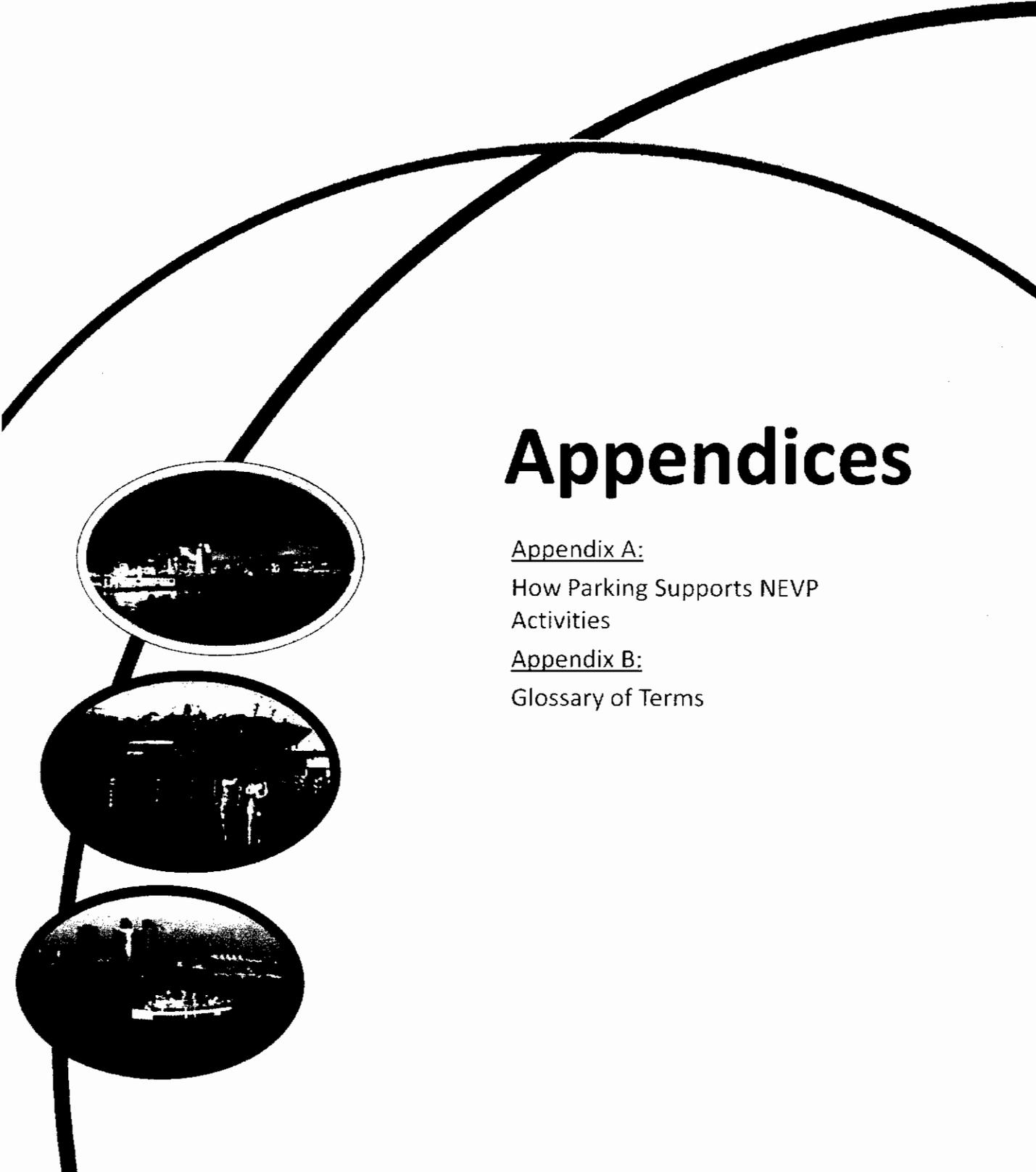
**Table 3**  
**NEVP Parking Management Plan**  
**Parking Management Development Scenarios**

Coastal Access Features Project/Broadway Pier Cruise Ship Terminal (a)	017-026		SD Mooring Company LLC Parcel 2	All (b)	Immediate	(146)	(135)	58	112	1) The distribution of changes in parking supply within the NEVP area (i.e., parcels and Park & Walk area) is not known thus affecting the ability to assess spatial effects more closely. 2) The perceived inconvenience of using parking that requires more than a 25 mile walk will retard interest in using parking that is not close to a traveler's destination and may mitigate against the ability of more remote parking to absorb the loss of parking spaces.
	017-001	016-036								
Lane Field Development	018-093		Broadway Pier							1) Measures: 1.1 (Transportation Hubs), 2.1 (Circulator), 2.2 (Pedicab Stops), 3.3 (Bicycle Storage), 4.1 (Parking Pricing), 4.2 (Parking Equipment), 5.4 (Hotel Guest Information), 5.5 (Wayfinding), 6.1 (Valet Parking), 7.1 (Employee Trip Reduction)
	018-002		Lane Field	Cruise Ship Terminal and Midway Museum	Short-Term	(880)	(1,030)	1,330	300	1) 880 public spaces will not be available during construction of which most are used for long term parking by cruise ship patrons. 2) Table A-5 (Appendix A) shows that the Cruise Ship Terminal Park & Walk area has between 600 and 730 short-term spaces available which may satisfy short term (i.e., no more than 24 hour parking) demand. 3) Post-construction replacement parking will provide 300 public parking spaces thus reducing on-site deficit for long term parking.
Grape Street Parking Garage	017-005		?	Grape Street	Long-Term	0	0	1,000	1,000	1) Parking spaces that would not be available during and after construction unknown. 2) Approximately 1,000 of the proposed 2,000 parking spaces would be available to the public.
	017-002									1) Measures: 1.1 (Transportation Hubs), 2.1 (Circulator), 2.2 (Pedicab Stops), 4.1 (Parking Pricing), 4.2 (Parking Equipment), 5.1 (Parking Database), 5.2 (Parking Conditions Report), 5.4 (Hotel Guest Information), 5.5 (Wayfinding), 7.1 (Employee Trip Reduction)

Source: Port of San Diego, April 2009

Notes:

- a. Includes realignment of North Harbor Drive from Laurel Street to Ash Street (without esplanade improvements, but likely with additional on-street parking spaces)
- b. The southern project boundary is Ash Street, which is included in all Park & Walk areas.
- c. The Lane Field Development will build 1,330 spaces, of which 1,030 will be dedicated to the development (but available for special events). New public parking gained is 300 spaces.



# Appendices

Appendix A:  
How Parking Supports NEVP  
Activities

Appendix B:  
Glossary of Terms



## APPENDIX A: HOW PARKING SUPPORTS NEVP ACTIVITIES

### 1.0 Introduction

This section describes how parking supports NEVP activities and provides data needed to evaluate the type, extent, and timing for actions to mitigate the effects of proposed real estate development and public infrastructure improvements in the NEVP on parking.

The Port identified 24 public and private “Parking Areas” in the NEVP Area as shown in **Figure A-1**. These Parking Areas represent the supply of on-street public parking and off-street public and private parking that support a variety of land uses, including government, commercial, retail, and recreational development activities. Port staff directed this study to develop a method of grouping the supply of parking in a manner that might more accurately reflect how travelers to the Embarcadero park vehicles in relation to their intended use.

### 2.0 Parking Supply

#### 2.1 Overview

A parking inventory conducted by the Port<sup>1</sup> identified 4,608 parking spaces in the 24 Parking Areas in the NEVP study area, including public and privately owned off-street parking facilities and/or on-street spaces<sup>2</sup>. Approximately 58% or 2,683 of these spaces are available for use without user or time restrictions, as shown on **Table A-1**.

Total Area Supply (24 Parking Areas)	4,608 Spaces
Private Parking Areas Not Available to Public	
• Area 1 (Solar Turbines)	-755 Spaces
• Area 4 (County Administration building)	-1103 Spaces
• Area 24 (U.S. Navy)	-67 Spaces
<b>Net Parking Available to Public w/o Restrictions</b>	<b>2,683 Spaces</b>

<sup>1</sup> Port Internal Study – Winter 2007/Spring 2008

<sup>2</sup> On-street parking spaces are 18’ to 20’ per vehicle.



## 2.2 Park & Walk Areas

Parking supports places of employment, access to restaurants, cruise ships, special events, cultural activities, passive recreation, and many more activities in the NEVP study area. Travelers choose where to park based on what activity they intend to pursue along the Embarcadero. For example, visitors to the Midway Museum are likely to want to park in facilities close to that destination and not in areas more distant, such as in the vicinity of the Grape Street pier. The description of parking in the NEVP recognizes this use of parking by creating "Park & Walk Areas" (See *Figures A-2-1* through *A-2-4*) that group the previously referenced Parking Areas into four geographically distinct zones serving common destinations within the study area, including the following principal destinations along the Embarcadero:

- Grape Street Pier
- Star of India
- B Street Cruise Ship Terminal
- Midway Museum

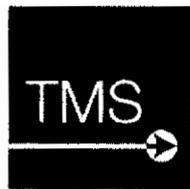
## 2.3 Definition of Park & Walk Areas

Park & Walk Areas were defined by conducting pedestrian travel-time studies from each destination in three cardinal directions: north, east, and south. Staff walked each direction with a measuring wheel, stopping at five and ten minute intervals to mark the distance traveled<sup>3</sup> on Saturday, December 29, 2007, while businesses were open and ambient pedestrian and vehicular traffic was considered typical. Staff walked at a leisurely pace and obeyed traffic signals when crossing streets. As expected, greater distances (approximately 1,000 feet) were covered in the north/south directions along the Embarcadero.

The semi-circle areas created by these measurements were transposed onto a base map of the NEVP study area for each of the principal destinations. Concentric semi-circles were drawn from each principal destination at 500 feet, 750 feet, 1,000 feet, and 1,320 feet (or 1/4 mile) intervals. These distance intervals, like the time intervals, were chosen because they are typical benchmark intervals used by planners with respect to the distance pedestrians are willing to walk (i.e., the distance pedestrians are willing to walk for a service/destination).

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<sup>3</sup> Five and ten minute intervals are commonly referenced in published documents as the amount of time pedestrians are typically willing to walk for amenities like retail and public transit.



The final step was to combine the walking-time vectors and concentric distance semi-circles for each of the four principal destinations. This revealed an approximate area (i.e., Park & Walk Area) for each principal destination, which would be considered reasonable from a pedestrian travel-time and distance perspective.

## 2.4 Parking Supply and Demand in Neighboring Areas

NEVP travelers, especially cruise patrons, currently use nine parking facilities outside of the NEVP for long-term parking. These parking areas are operated by private parking management contractors (e.g., Ace Parking, Aladdin Parking, etc.) some with agreements to serve cruise ship operations. **Table A-2** shows a general summary of each site's location, supply, and peak/off-peak utilization. This data is provided for informational purposes only, since these lots are outside of the NEVP study area, and are not considered fully under the Port's control.

## 3.0 Parking Demand

A parking demand exercise was conducted to examine the value of using Park & Walk Areas as a means to assess the impact of changes in parking supply on traveler access to parking. It is not intended to supplement or replace the parking demand calculations presented in the EIR prepared for the NEVP.<sup>4</sup>

The occupancy of parking spaces identified in each of the 24 Parking Areas making up the four Park & Walk Areas was observed and findings were documented during periods of "high" (i.e., two cruise ships in port) and "low" (i.e., no cruise ships in port) B Street Cruise Ship Terminal activity. Hourly occupancy counts were conducted from 9 AM to 1 PM and 2 PM to 5 PM (7 hours) on the following days in December 2007 and January 2008:

- Weekday High – Thursday, 12/20/07 (2 sailings: one 15-day and one 4-day)
- Weekday Low – Wednesday, 12/19/07 (no sailings)
- Weekend High – Saturday, 1/12/08 (2 sailings: one 7-day and one 5-day)

The 1:00 PM to 2:00 PM hour was not counted since occupancy is typically static during this period.

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<sup>4</sup> North Embarcadero Alliance Visionary Plan Final Master Environmental Impact Report (UPD # 83356-EIR-351; SCH # 1999031037) April 25, 2005.



**Table A-2  
NEVP Parking Management Plan  
Off-NEVP Area Parking Supply and Demand**

<b>Parking Lot Location</b>	<b>Address</b>	<b>Parking Supply</b>	<b>Peak Parking Utilization</b>	<b>Off-Peak Parking Utilization</b>
Aladdin	2548 Kettner Blvd	1,600	May/October 100%	70%
Laurel Travel Center	1025 W. Laurel	403	Weekends/holidays 100%	50%
Lindbergh Parking	3705 N. Harbor Dr	1,269	Weekends/holidays 100%	50%
Park 'N Fly	3298 Kettner Blvd	842 <sup>5</sup>	Weekends/holidays 98%	65%
Park & Ride Lot 1	3550 Kettner Blvd	233	Weekends/holidays 80%	70%
Park & Ride Lot 5	3275 Kettner Blvd	274	Weekends/holidays 100%	70%
Park & Ride Lot 7	3405 Pacific Hwy	312	Weekends/holidays 100%	50%
Park & Ride Annex	1650 Sassafras	71	Weekends/holidays 100%	50%
Park Shuttle and Fly	2220 Lee Court	1,233	Weekends/holidays 100%	50%

Source: Unified Port of San Diego Website and telephone interviews with facility operators

<sup>5</sup> The capacity of this facility will increase by 250 spaces



**Table A-3** shows the daily maximum parking occupancy for full-time Parking Areas within the entire NEVP study area (not divided into Park & Walk Areas). Based on this table, the observed utilization of the entire study area was about 70% to 73% for the time periods counted.

Table A-3 NEVP Parking Management Plan Daily Maximum Parking Space Occupancy (Full-Time Spaces)						
Supply <sup>1</sup> & Availability	Weekday				Weekend	
	High Activity		Low Activity		High Activity	
	Occupied Spaces	% Occupied	Occupied Spaces	% Occupied	Occupied Spaces	% Occupied
Full Time 2,683 <sup>4</sup>	1,958	73%	1,926	72%	1,887	70%

Source: TMS commissioned occupancy counts, December 2007/January 2008

1. Supply is based on summaries provided by Port of San Diego.
2. "High" = 2 cruise ship sailing; "Low" = 0 cruise ship sailings
3. "Full-Time" supply is for parking available to public at all times.

**Appendix A-3** is a graphical summary of the AM and PM maximum occupancy for each Parking Area by time period.

The 24 Parking Areas were regrouped into their respective Park & Walk Areas and occupancy was recalculated for each. **Table A-4** summarizes the existing maximum occupancy for the NEVP study area, divided into the four Park & Walk Areas.

#### 4.0 Assessment and Implications for Parking Management Strategies

An 85% occupancy threshold is considered to be the maximum desirable utilization in an area. The significance of this threshold is that above 85% occupancy, drivers' ability to find parking becomes significantly diminished while they simultaneously spend increasing time circulating parking areas in search of spaces. The efficiency of a parking facility diminishes while driver frustration increases in not being able to locate available parking as occupancy increases above 85%.



**Table A-4**  
**NEVP Parking Management Plan**  
**Park & Walk Area Daily Maximum Occupancy Totals**  
**(Full-Time Spaces)**

Park & Walk Area	Supply <sup>1</sup>	Weekday				Weekend	
		High <sup>2</sup>		Low		High	
		Occupied Spaces	% Occupied	Occupied Spaces	% Occupied	Occupied Spaces	% Occupied
Grape Street Pier	408	294	72%	274	67%	342	84%
Star of India	1,794	1,429	80%	1,315	73%	1,217	68%
Cruise Ship Terminal	2,275	1,664	73%	1,652	73%	1,545	68%
Midway Museum	2,275	1,664	73%	1,652	73%	1,545	68%

Source: TMS parking space observations conducted in December 2007/January 2008

1. Supply is based on summaries provided by Port of San Diego, grouped by Park and Walk Area. These include only full-time spaces available to the public on a 24/7 basis.
2. Weekday/Weekend "High" = 2 cruise ship sailing; "Low" = 0 cruise ship sailings

**Table A-4** shows that during the week, the mid-NEVP area represented by the Star of India Park & Walk Area is close to the 85% occupancy threshold (weekday "High" = 80%). This would be expected, given that the public perception of attractions at the Embarcadero area is likely still focused on the Star of India and adjacent features, such as the Maritime Museum, restaurants, and excursion tenants. Also, lower attendance at the Midway Museum would be expected during the week. Finally, less tourist demand would be expected in the Grape Street Park & Walk Area given the relative lack of amenities, coupled with industrial uses (i.e., Solar Turbines), and increased airport influence (i.e., noise, traffic, etc.). Lower utilization in this area confirms this.

On the weekend, the highest demand moves northward to the Grape Street Park & Walk Area (84%). However, this Park & Walk Area has about one-quarter of the supply of any of the others, so it could be expected to reach a higher occupancy. The Star of India, B Street Cruise Ship Terminal and Midway Park & Walk Areas demonstrate a lesser, but constant utilization ratio of 68%.

In summary, the existing parking supply in the NEVP study area is shown to be nearing the desired capacity of 85% daily occupancy needed to serve the area, whether considering full-time or part-time spaces. These results suggest that any temporary or permanent reduction in the existing parking supply as a result of real estate development and/or public infrastructure improvements



would quickly result in utilization ratios exceeding the desired 85% threshold level.<sup>6</sup> Conversely, the provision of additional parking and/or strategies to maximize the efficiency of the existing parking could maintain or even improve the occupancy ratios presenter herein.

There is a small amount of unoccupied parking scattered throughout the four Park & Walk areas as shown on **Table A-5** based on the occupancy observed in December 2007/January 2008.

The Park & Walk Areas shown in this report are an analytical tool to use when determining the potential impacts of the change in parking supply/demand on parcels within each Park & Walk Area.

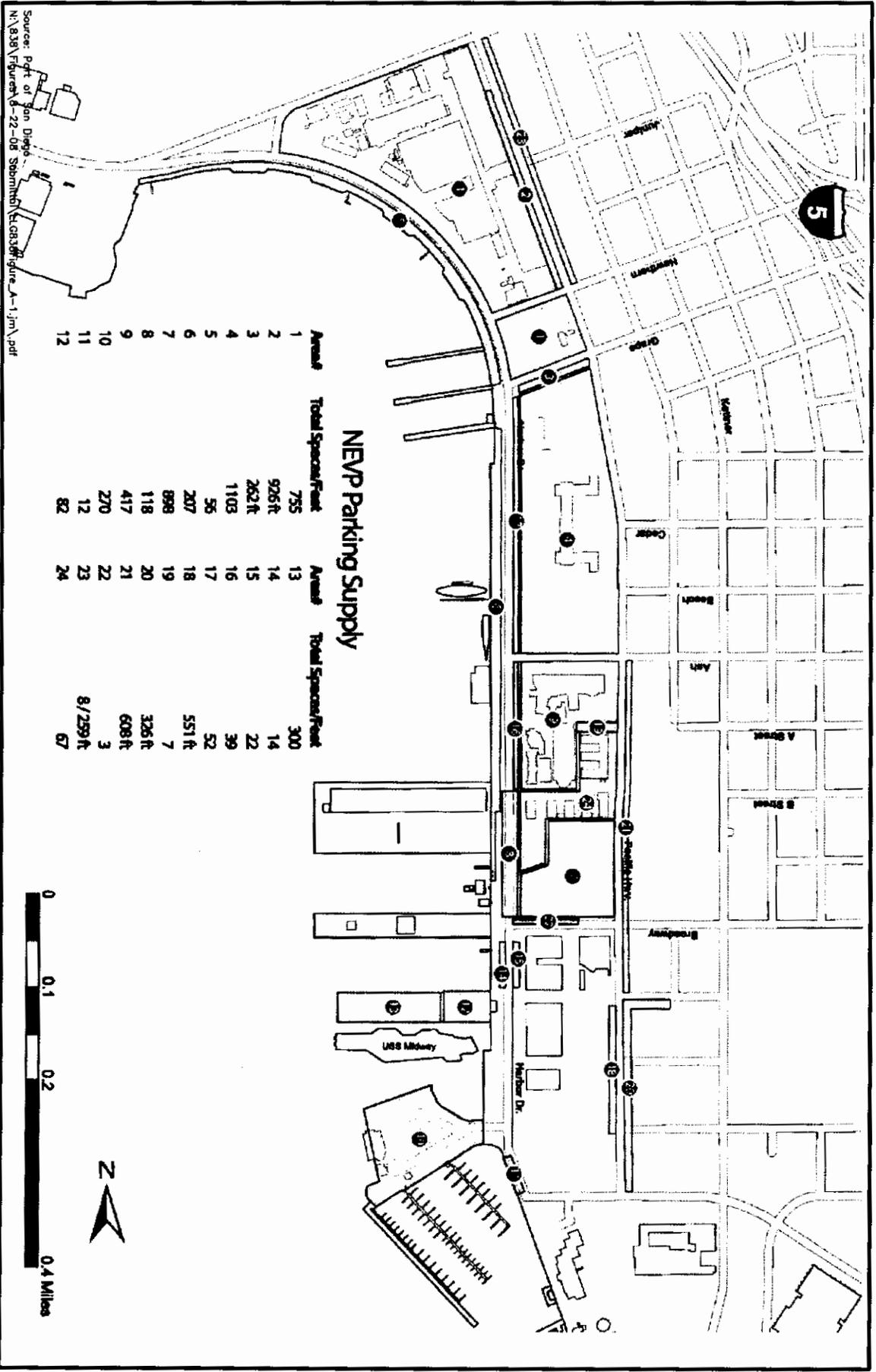
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<sup>6</sup> The assumption underlying this statement is that there is no corresponding change in demand at the venues that generate demand, i.e., assuming demand is constant.



**Table A-5**  
**NEVP Parking Management Plan**  
**Parking Availability by Park & Walk Area**

Park & Walk Area	Supply	Weekday												Weekend		
		High						Low						Weekend		
		Occupied Spaces		Available Spaces		Occupied Spaces		Available Spaces		Occupied Spaces		Available Spaces		Occupied Spaces		Available Spaces
#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	
Grape Street Pier	408	294	72%	114	28%	274	67%	134	33%	342	84%	66	16%			
Star of India	1,794	1,429	80%	365	20%	1,315	73%	479	27%	1,217	68%	577	32%			
Cruise Ship Terminal	2,275	1,664	73%	611	27%	1,652	73%	623	27%	1,545	68%	730	32%			
Midway Museum	2,275	1,664	73%	611	27%	1,652	73%	623	27%	1,545	68%	730	32%			
<b>TOTAL</b>	<b>6,752</b>	<b>5,051</b>	<b>75%</b>	<b>1,701</b>	<b>25%</b>	<b>4,893</b>	<b>72%</b>	<b>1,859</b>	<b>28%</b>	<b>4,649</b>	<b>69%</b>	<b>2,103</b>	<b>31%</b>			

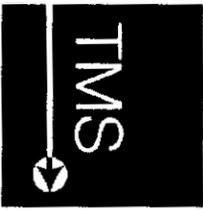


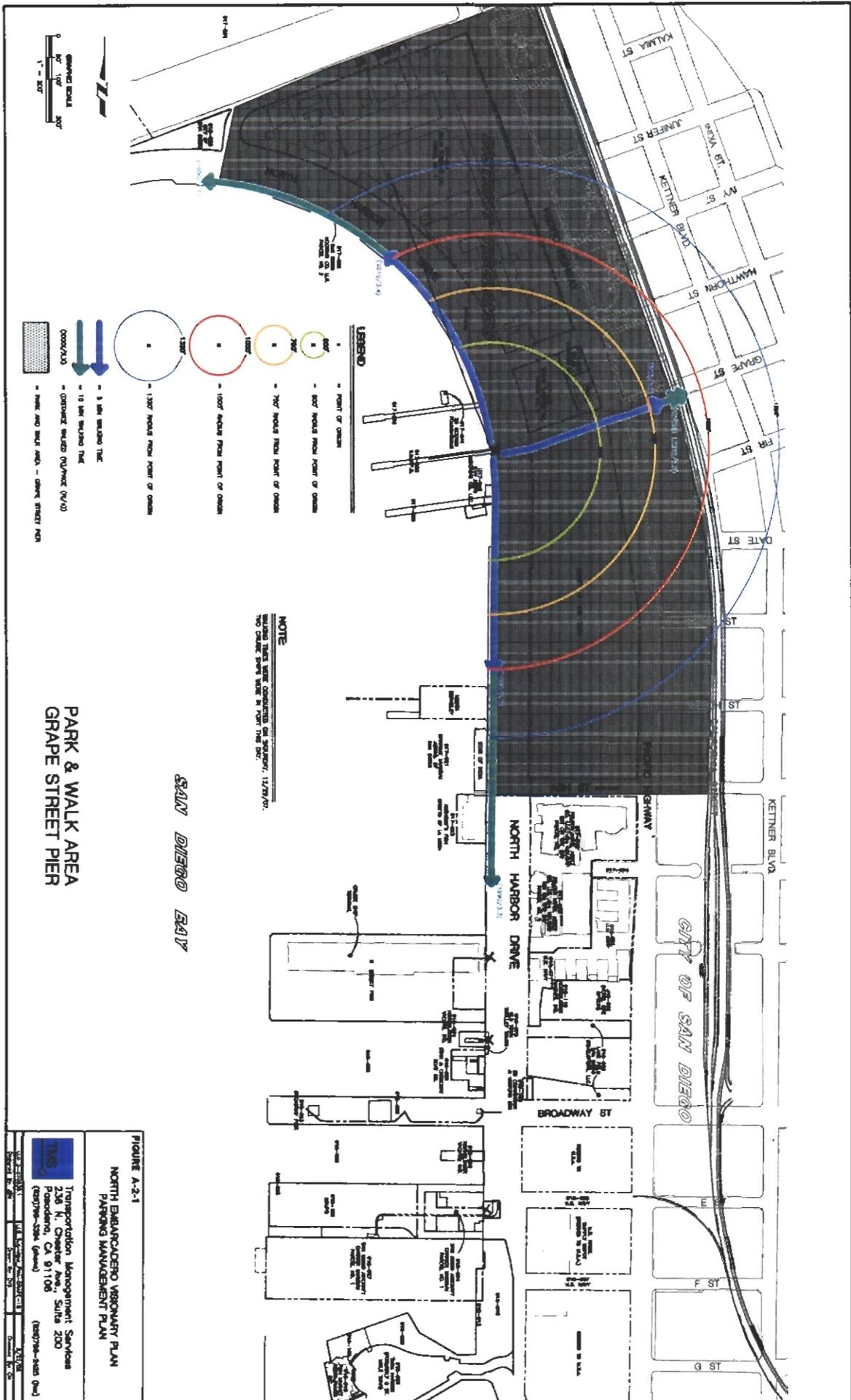
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Figure A-1

NEVP Parking Areas





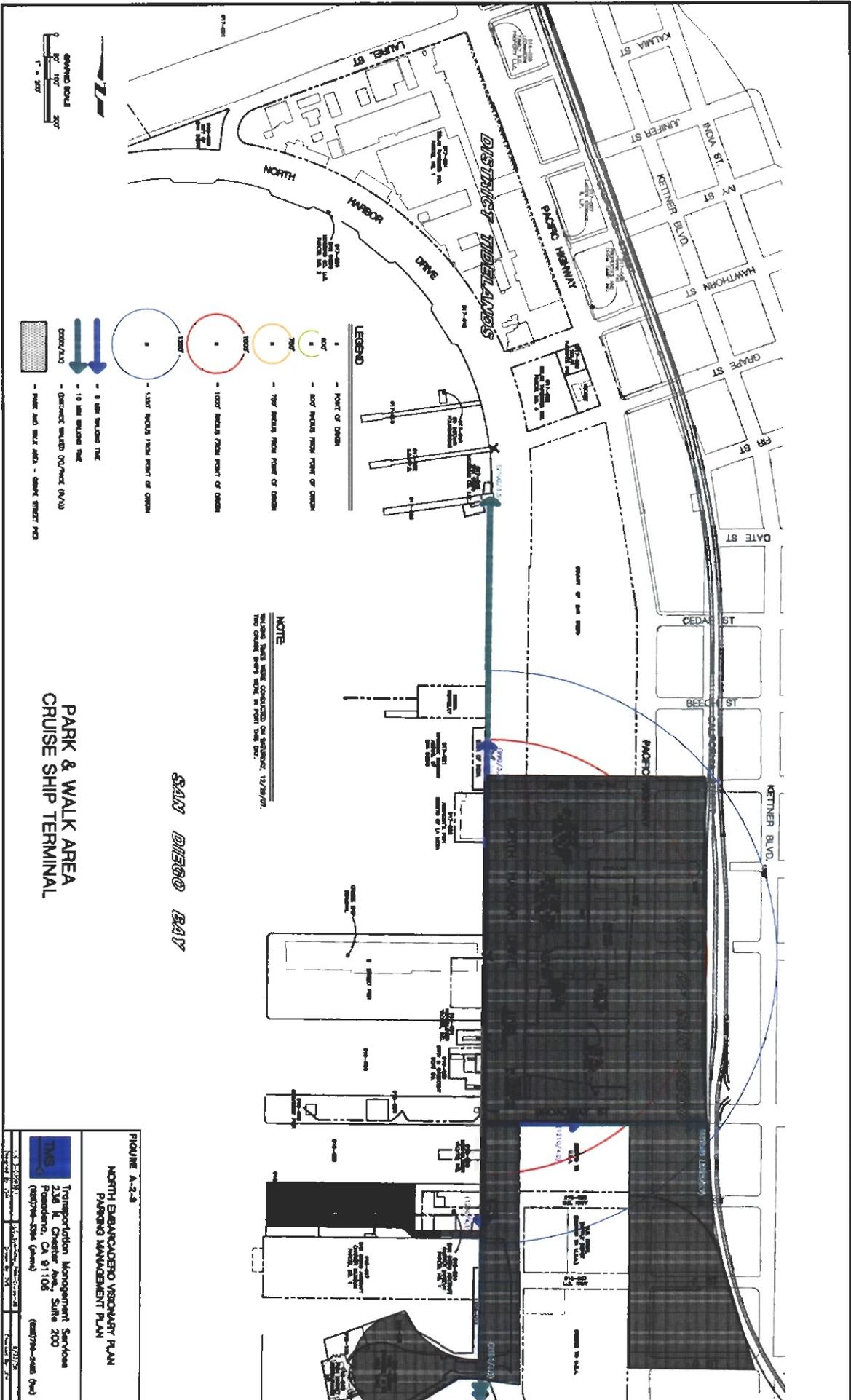
**FIGURE A-2-1**

**NORTH EMBARCADERO VISIONARY PLAN  
PARKING MANAGEMENT PLAN**

Transportation Management Services  
238 N. Chester Ave., Suite 200  
Pasadena, CA 91106  
(626) 796-4466 (ext. 04)

DATE: 12/15/16  
SCALE: AS SHOWN  
DRAWN BY: [Name]  
CHECKED BY: [Name]





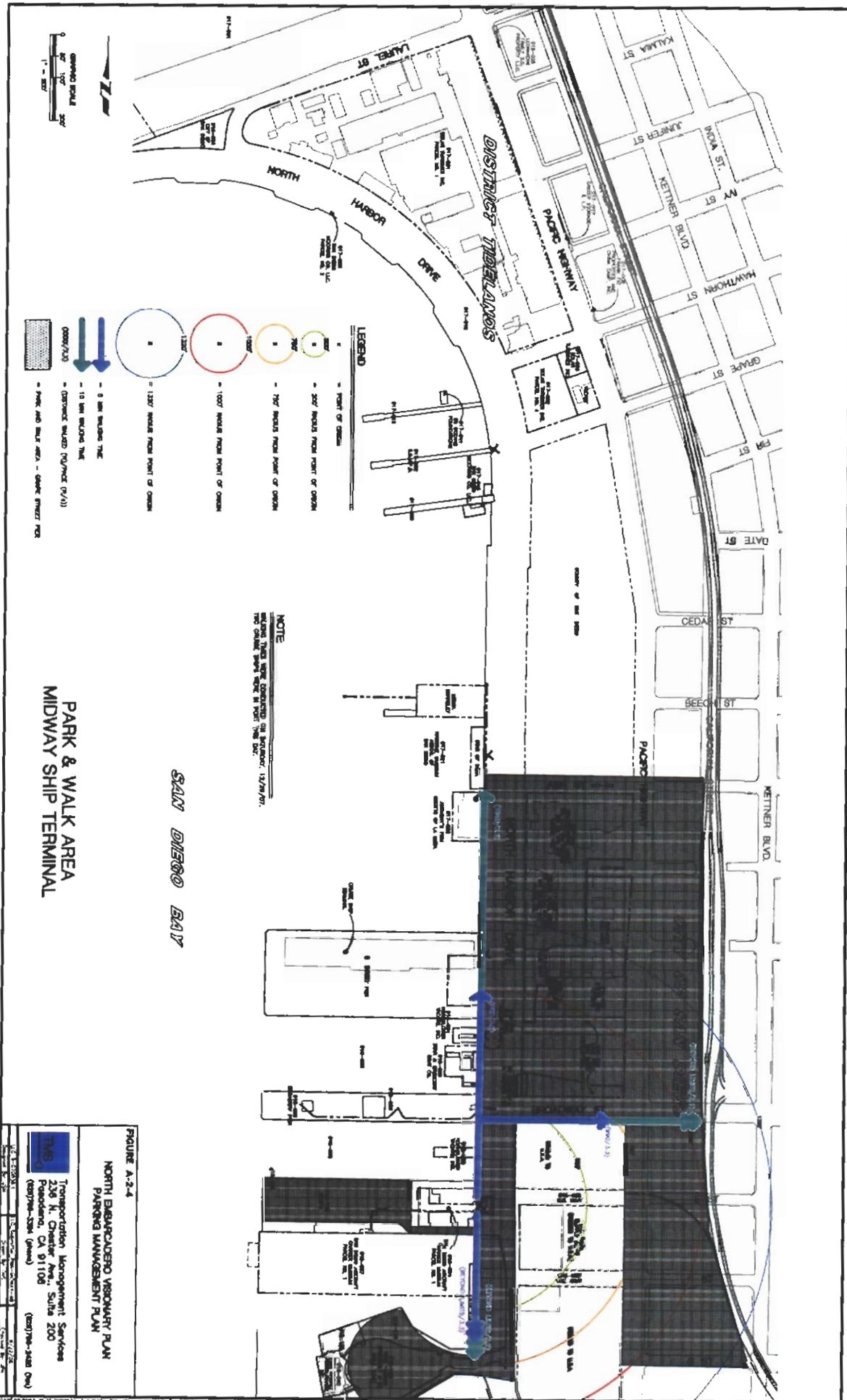
**PARK & WALK AREA  
CRUISE SHIP TERMINAL**

*SAN DIEGO BAY*

**NOTE**  
VELOCITY DATA WAS COLLECTED ON SEPTEMBER 12/29/07.  
THE CHART SHOWS WIND FROM THE SW.

**FIGURE A-3-4**  
**NORTH EMERSON/ODERO VISBOUYARD PLAN**  
**PARKING MANAGEMENT PLAN**

	Transportation Management Services 236 K. Chester Ave., Suite 200 Pasadena, CA 91108 (818) 796-3284 (Voice) (818) 796-3285 (Fax)	DATE: 12/29/07 DRAWN BY: [Name] CHECKED BY: [Name]
	PROJECT: [Name] SHEET: [Number] OF [Total]	SCALE: [Scale]



**PARK & WALK AREA  
MIDWAY SHIP TERMINAL**

**SAN DIEGO BAY**

**FIGURE A-2-4**

**NORTH EMBARCADERO VISQUARY PLAN  
PARKING MANAGEMENT PLAN**

Transportation Management Services  
236 N. Chester Ave., Suite 200  
Pasadena, CA 91108  
(626)796-3284 (phone)  
(626)796-3444 (fax)

DATE: 1/17/02

SCALE: AS SHOWN



## APPENDIX B: GLOSSARY

**Cruise Ship Sailing** – the number of cruise ships arriving and departing on a given day

**Demand** – the number of occupied spaces in any given parking area during an hour

**Embarcadero** – the commercial and public area along the immediate waterfront

**Off-Street Private Parking** – parking owned by private corporations and not available

**Off-Street Public Parking** – free or for-pay parking lots available to the public

**On-Street Public Parking** – free or metered parallel or angled parking available to the public 24 hours a day, 7 days a week

**Parking Area** – a parking lot or section of on-street parking defined by the Port of San Diego. Parking areas are numbered 1-24 by the Port

**Park & Walk Area** – a unique geographic area, based on principal destinations and containing parking areas within walking distance of the principal destination

**Principal Destination** – a primary location for NEVP users that is located along the Embarcadero in the NEVP study area including 1) the Grape Street Pier 2) the Star of India 3) the B Street Cruise Ship Terminal and 4) the U.S.S. Midway Museum

**Restricted Public Parking** – parking spaces that are available to the general public for only a portion of the day. The County of San Diego Administration Building has a portion of the “private” County-reserved parking spaces available to the public for periods of the evening and weekends

**Supply** – the number of actual parking stalls or parking spaces available in the study area

**Utilization** – the ratio of occupied vs. total available parking spaces in a parking area or Park & Walk area (i.e., 62 occupied spaces out of a total 200 available parking spaces equals 31% utilization)

**Walking-Time Vector** – the cardinal distance and corresponding time walked from each of the principal destinations to determine the boundaries of the park & walk area

**85% Occupancy Threshold** – this is a standard of practice in traffic engineering/parking planning that holds that 85% is the maximum desirable occupancy for typical parking operations. As parking occupancy increases from 85% towards 100%, drivers must circulate more to find less parking, leading to driver frustration and inefficient operations